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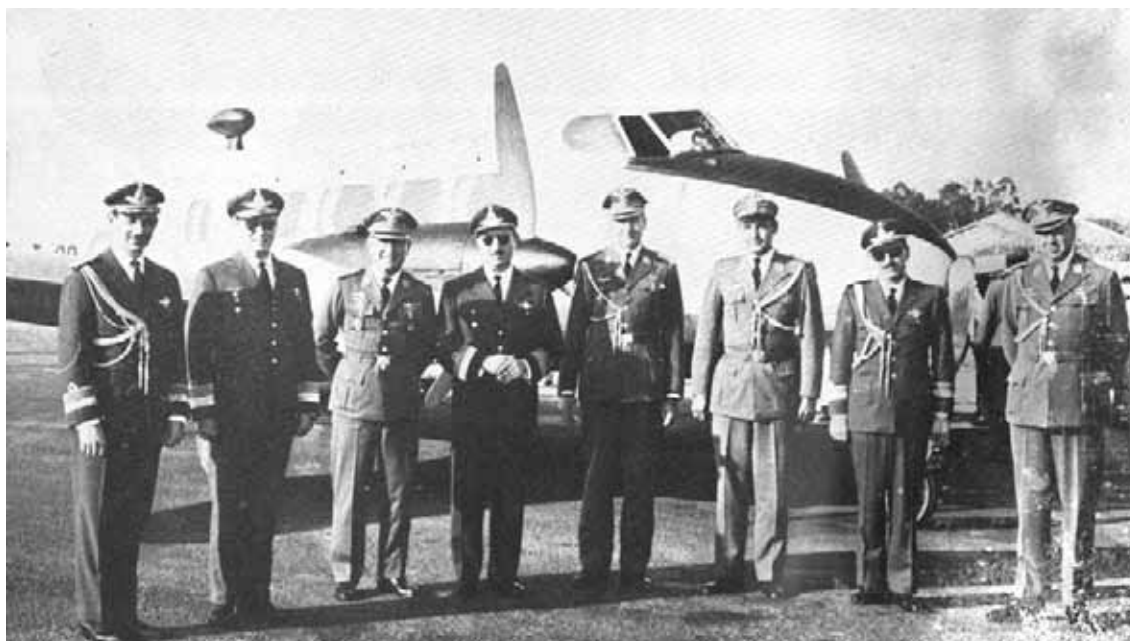
Mystery of O-47A 37-285
Turkish Curtiss Hawk II
Paraguayan DH Dove
Israeli F-15 (Part 4)
Yugoslav Potez XV
Spanish Me 110
Chinese PT-17

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FORCES OBSERVER

The Journal of the Small Air Forces Clearing House

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SAFO EDITORIAL POLICY: The purpose of the Small Air Forces Clearinghouse (SAFCH) is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching aviation history, both military and civil, from all periods of time, and for all the smaller countries. The results of this research are published in our quarterly journal, the Small Air Forces Observer (SAFO). Articles published in SAFO can be reprinted provided permission of the author is obtained and the SAFO is identified in the reprint.

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SAFCH WEB SITES: Our new website <www.safch.org> is just about ready to take off. On this site you will be able to see, in color, those photos that had to be printed in SAFO in black and

white. You will also be able to chat with other members. Also, see our Small Air Force IPMS/USA Special Interest Group (SIG) web site at <<http://hometown.aol.com/rotorfrank/SmallAirForce.html>> for photos of models by the members.

Book Bargains: Edward R. Hamilton, Bookseller, has some great bargains on books of interest to small-air-force enthusiasts. From Osprey's Aircraft of the Aces series are: *Hungarian Aces of World War Two*; *Croatian Aces of World War Two*; and *Slovakian and Bulgarian Aces of World War Two*. Each of these were published at \$20.95 and are available from Hamilton for \$5.95. I have each of these and I can highly recommend all three. Also available from Hamilton is *Curtiss Fighter Aircraft, A Pictorial History 1917-1948*, by F.H. Dean and Dan Hagedorn. If it has Dan's name on it, you know it has got to be great. Originally published at \$69.95 it is available from Hamilton for \$49.95. No matter how many books you order, add \$3.50 for postage. The address is Edward R. Hamilton, Bookseller, Falls Village, CT 06031-5000, USA. Website: Hamiltonbook.com.

SMALL AIR FORCE WEBSITES: "This homepage (link below) may be useful if you don't know it already. It gives good details on Italian AF colors. <http://www.ams.vr.it/Documents/ColorCharts/Color%20Charts.htm>." Kai Willadsen (SAFCH #863), Sankt Jorgensgade 16, 4200 Slagelse, Denmark. E-mail: kai.willadsen@ofir.dk

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[Editor's notes: I asked a friend in Brazil about the availability of a book (with decals) on the Brazilian P-47 squadron in Italy during WWII. This book was published several years ago. His reply follows.]

"This booklet, the first one published by Adler Editora, has been out of print for a long time. In truth, it has become outdated by the latest titles by Action, and Adler plus decal sheets by FCM. Today, the best options for a good coverage on the Primeiro Grupo de Aviação de Caça are these books:

1 - *Heróis dos Céus*: Great coverage of WWII operations, hundreds of photos, several rarely or never published before including color ones. Direct contact with Action Editora. <http://www.forcaarea.com.br/action.asp>

2 - *P 47 Thunderbolt no Brasil*: Covers the P-47 after arriving in Brazil from the Italian front until their retirement. May be purchased directly from Action Editora: http://www.adler-books.com.br/livros/livros_thunderbolt.htm

3 - *Faixas Azuis - A História do 1º Grupo de Caça no Brasil*: The history of Primeiro Grupo de

Aviação de Caça just after arriving in Brazil until present days. Also from Action Editora: http://www.adler-books.com.br/livros/livros_faixasazuis.htm

Adler Editora just covers post war operations since the Action book may be called the definitive photo coverage from the war days.

Those books, combined with latest FCM sheets, provide an in-depth coverage on the P-47 use and markings in Brazilian Air Force. Unfortunately it would very expensive to me to buy the books here in Brazil and dispatch them so I recommend a contact with the publishers to see what can be done on this subject."

Sergio Luis dos Santos (SAFCH #1202), Rua Jardim Botânico, 647/301, 22470-050 Rio de Janeiro RJ, Brazil

"I've seen several new national insignia in recent publications: (1) The October 2007 issue of the Polish magazine *Lotnictwo* has photos of Serbian J-22 Orao and G-4 Super Galeb carrying an insignia similar to that of the former Yugoslavia.

The insignia consist of a white Yugoslavia-like cross superimposed over a blue/red roundel (blue inside). The fin flash remains red/blue/white (red on top). The photo of the Orao is from above and shows the roundel on the port wing and on the fuselage. The photo of Super Galeb is from the side and shows the roundel on the fuselage. (2) The new Squadron Signal book *F-16: Worldwide Markings* shows a new insignia for the Oman Air Force. This consists of a blue shield with a complicated gold badge surmounted by a red crown."

Jim Sanders (SAFCH #1).

"Many thanks for your review of the D.21 booklet. But I would ask you to make a correction in the next issue: The colour and modelling section is written by Luuk Boerman. The colour difference was also new to me."

Frits Gerdessen (SAFCH #12), Fijnscheerderstr. 12, NL-4204 ES Gorinchem, Netherlands

AUSTRALIA

AUSTRALIAN PLASTIC MODELLERS ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues airmail A\$40. International payment is best handled via Paypal at iansharyn@bigpond.com.au). Web Site: www.apma.org.

3-07 (28 pages) "Qantas DC-3s" 2 pages with 5 photos. "RAAF Catalina Colours: Part 2" 12 pages including 10 photo and 6 side-view drawings. "Supermarine Spiteful F.16" a one-page scale 4-view drawing. "Foreign Aircraft: O-47 in Australia" 4 pages with 5 photos and 3 sketches. Non-aviation articles: "Armoured Trucks in the Malayan Emergency", "La Combattante III Fast Attack Craft", & "Soviet Schutzen".

AUSTRIA

ÖFH NACHRICHTEN (Oesterrichische Flugzug Historiker, Pfenninggeldf 18/2/14, A-1160 Wien. Write for free sample.)

3/07 (40 pages) Color photos: Austrian Bell 47, Yak-11, Mirage IIS, & Draken). "Flugfelder im Raum Feltre" 7 pages including 8 photos and 2 side-view drawings (Oeffag Albatros D III & Ufag Brandenburg C I).

FINLAND

IPMS-MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 6 issues \$20.00, no check accepted due to the high redemption costs). Text in Finnish.

3/2007 #167 (20 pages). "Roden 1/48 Gladiator Mk II with Skis" 7 pages including 10 photos of the model under construction, 4 photos of Finnish Gladiators, and a color drawing (port, starboard, and top views) showing the camouflage pattern (including top surface of bottom wing). Colors are white and dark green as seen from above, with light blue undersurfaces. The sides are dark green, white, blue, and light gray (or silver). [Ed: A most interesting color scheme and one that came as a surprise to me.] "Suomalainen NH90-helikopteri" 4 pages including 6 photos (4 in color) and color drawings of the port and starboard sides of the newest Finnish helicopter. "Finnish Air Lines DH.89 Dragon Rapide" ½ page with 2 side-view color drawings (OH-BLA & OH-BLB).

SUOMEN

ILMAILUHISTORIALLINEN LEHTI (Pentti Manninen, Jakomaentie 8 b C 300, 00770 Helsinki. Subscription: Europe 26 euro, elsewhere 32 euro, and 41 USD. Payment by International Postal Order or in cash notes; no cheques accepted because of high redemption rates). Each issue includes a 2-page English summary.

3/2007 (24 pages) "Flying Training for Finns in France in 1919" 6 pages including 12 photos. "Santahamia Railway 1919-1933; The sole FinnAF operated railway connection in Finland" 5 pages including 5 photos. "Aircraft Register of the Finnish Air Force and Army during 1927-2007: Part 2" 3 pages including 3 photos (Koolhoven FK.52, DH-86, & DB-3M). "Hover MF.11: Kalle from Norway (Part 1)" 4 pages including 3 photos and a 1/72-scale 3-view drawing. "Wekusta 6: Luftwaffe weather reconnaissance from Banak (Finland) in 1944" 4 pages including 4 photos and a map of the Arctic"

FRANCE

AIR MAGAZINE, TMA, 75 rue Claude Decaen, 75012 Paris, France. Six issues a year. 35 euros in France, 41 euros in Europe, and 50 euros for the rest of the world. Payment by Visa, Eurocard, Mastercard. E-mail: airmagazine@wanadoo.fr.

No. 38 Juillet/Aout 2007 (72 pages) "Le Marcel Dassault MD 311/312/315 Flamant" 37 pages including 46 photos (15 in color; one Cameroon and 2 Madagascar), two 3-view color drawings, 16 color profile drawings [with South Vietnam (2), Cameroon, & Madagascar], 6 side-view drawings of variants, drawings of cockpit instrumentation, 3-view 1/72-scale drawings of MD 311 & MD 312 (2 pages each), and 2 pages of drawings from a "tech" manual. [Ed: Azur has recently released a 1/72-scale kit of the Flamant with decals for France (Armee d'Air and Marine) and South Vietnam (the first concentric-circles roundel and the USAF-type insignia).] "Les SB Finlandais" 10 pages including 10 photos, two 3-color 3-view drawings, and 8 color profile drawings. "Le Focke-Wulf Fw 58 au Bresil" 7 pages including 11 photos (5 in color) and 2 color profile drawings (with partial drawings of the markings on the upper and lower surfaces of the wings). "Les VTO de Monsieur Bleriot" 2 pages including patent drawings of 3 vertical takeoff aircraft. "Actualite Maquettes & Livres" 3 pages including reviews of 8 kits and 12 books.

AVIONS: Toute l'Aeronautique et son Histoire (Lela Presse, 29 rue Paul Bert, 62230 Outreau, France. 50 euro for 6 issues).

#159 Septembre/Octobre 2007 (72 pages) "Heinkel 177: La Fortresse Volante Allemande (1^e partie)" 12 pages including 27 photos, a table listing history of the prototypes, and photos and drawings of the "torpille" L10. "Les Bloch 152 de GC 1/145" 5 pages including 3 photos and 4

color profile drawings. "Les Stuka Italiens" 14 pages on Italian-designed dive bombers (SM.85, SM.86, FC.20bis, Ba.88, Ro.57, Ba.201, & Ca.355) including 37 photos. "Les grands As de 14-18: Leon Bourjade et les 'Crocodiles' de la Spa 152" 14 pages including 33 photos and 4 color profile drawings [Ni.24bis, Ni.27, & Spad 13 (2)]. "Aout 1945: l'URSS attaque le Japon!" 11 pages including 18 photos, 4 maps, and 4 color profile drawings (Il-4, Tu-2, Pe-2UT, & La-7). "En Ju 52 au-dessus des Andes: la SEDTA" 6 pages including 16 photos and one map. "Info-maquettes et loisirs ..." one page with reviews of one kit and 4 books.

#160 Novembre/Decembre 2007 (72 pages) "Escadron de Chasse 1/5 'Vendee': des SPA au Mirage 2000, 93 ans de traditions" 13 pages including 37 photos (Ni.16 to Mirage 2000) and 2 color side-view drawings (MB.152 & Mirage F1C). "Heinkel 177, la 'Fortresse' Volante Allemande (2^e partie)" 15 pages including 18 photos, 2 pages of sketches, and 3 color profile drawings. Les 'As' francais de la Seconde Guerre Mondiale: Jean Paulhan" 9 pages including 18 photos and a list of victories. "Les Stuka Italiens (I)" 14 pages including 35 photos, 4 color profile drawings. "Gottfried von Barnfield: l'Aigle de Trieste" 8 pages including 29 photos, one map, and 4 color profile drawings [French FBA (3) & Austrian Lohner type M]. "Curtiss H-75A-1/3 Hawk: Maquette Azur au 1/32^e" 2 pages including 7 photos of the completed model.

GERMANY

FLIEGER REVUE EXTRA (Verlag Fliegerrevue, Herrn Detlief Billig, Oraniendamm 48, D-13469 Berlin. 4 issues per year, \$66 surface. Payment by check drawn on German bank)

#18 August 2007 (116 pages) Color photo: Macedonian An-2. Color 4-view drawing: Yugoslav MS.406. "Deutsch-schwedische Geheimprojekte zwischen 1921 und 1935" 20 pages including 38 photos [Hansa Brandenburg S.1, He 1, HD 14, HD 16, HD 33, HD 37, Fiat BR.1, Fokker C.VE, Junkers G 24, Junkers K 47, Junkers Ju 52 (single engine)] [Ed: The Ju 52 floatplane, code SE-ADM, is shown carrying a torpedo. Any modeler out there brave enough to attempt this conversion?] "Mikulin und der 'Baade' Bomber" 12 pages including 14+ photos and 3 views of the swept-forward wing EF 13 & EF 140, and swept-back wing Baad 150. "Die Militarluftfahrt der Volksrepublik China (Part 2)" 36 pages including 66 photos, a map, and 7 color profile drawings [J-10, J-11, J-12, J-13, Q-6, & H-7]. "Do 17 - Die wirkliche Entstehungs - geschichte" 28 pages

including 45 photos (including one of a Do 17 in Spanish Republican markings '54oF37' with swastikas on the vertical fin), a table listing preproduction aircraft, and 2 color 3-view drawings (Do 17 V2 'D-AHAK' and Do 17 Z-2 'U5+DL'). "Winter in Bulgarien" 15 pages on Hermann Winter's association with the Bulgarian DAR company including 36 photos, 12 color profile drawings (DFW C V 'B-BATO', Albatros C III 'B-BOPM', DAR-1 'B-BIKM' & 'LZ-IKR', DAR 4, DAR-5 'LZ-UDA', 3 versions of the DAR-3, and 3 versions of the Garwan). A table of specifications clarifies the DAR designation system: U..1 (DFW C V), DAR-2 (Alb. C III), DAR-1, DAR-1A, DAR-3 (prototyp); DAR-4, DAR-5, & DAR-7 (Projekt). The DAR-7 (a 3-view is included) was to be as fast as the Bristol Bulldog while carrying four 7.9 mm machine guns compared to the Bulldog's two 7.7 mm guns.

#19 December 2007 (116 pages) Photos: Sweden HD 16 & HD 19 and Bulgaria Caudron C.59. "Zlin – die Erfogsstory" (Part 1) History of Zlin a/c from the first open-frame glider to WWII: 24 pages including a 3-page table listing (in very small print) every individual aircraft and its history, 69 photos (Czechoslovakia, Slovakia, & Luftwaffe), 5 color painting, 4 color side-view drawings [Zlin 21 & II gliders, Zlin II (Czechoslovak, and Zlin 212 (Luftwaffe)] "Drachenflugel" (Part 2) Continuing the description of the modern Chinese aircraft: 42 pages including three charts showing the genealogy of fighter, attack, and bomber a/c, 33 photos, and 8 color side-view drawings [J-7 (4), J-10 (2), JF-1 (1), & H-6 (1)]. "Operation 'Haik'" 20 pages on the CIA's intervention in Indonesia including 27 photos, 3 marvelous full-color maps, and 7 color side-view drawings [B-25 (2), P/F-51 (3), & A/B-26 (2)]. "Bordhubschrauberregiment der Nordflotte vom Kalten Krieg" 24 pages on Soviet anti-submarine helicopter during the Cold War including 55 photos, 13 color side-view drawings [Mi-4 (2), Mi-8 (2), Ka-25 (3), Ka-27 (3), Ka-29 (1), & Mi-14 (2)], and 2 pages of color side-views in constant scale emphasizing the variety of sizes of the helicopters.

MITTEILUNGEN (IPMS Germany, Bergengruenstrass 5, 14129 Berlin; 4 issues 36 €Europe, 40 €rest of world).

2/2007 (46 pages) "PZL P-23B Karas" a 2-page review of the 1/48-scale Mirage kit including 5 photos of the completed model. "Il-2M Shturmovik" a 2-page review of the 1/48-scale Edward kit including 4 photos of the completed model. "Nakajima NC Type 91-1: one-page review of the 1/72-scale AZ Model kit including 3 photos of the completed model. "Transall C-160" 2-page

review of the 1/72-scale Revell kit including 5 photos of the completed model.

3/2007 (40 pages) Nothing of small-air-forces interest.

ITALY

JP-4 Mensile di Aeronautica (JP-4, Via XX Settembre 60, 50129 Firenze; L 27.000. English summary of selected articles.

#9 Settembre 2007 (100 pages) Color photos: Angola Legacy 600; Australia A 109 1501' & '510'; Austria Typhoon '7LoWA'. & India Su-30 'SB 041'. 'I Mirage 2000 di Nancy' 6 pages including 13 photos. "Esibizioni in Slovenia" one page including 4 photos (G-2A Galeb & Po.2). "Seronautica Croata in Mostra" 2 pages including 7 photos (MiG-21, PC-9, An-32, & Mi-8). "Soko/IAR J-22 Orao" 4 pages including 8 photos (6 Serbia & 2 Romania). "Incidenti Militari" 1½ pages including 5 photos (Sweden EC 135; Japan F-15J; Hong Kong EC 155; Croatia Mi-8, & Malaysia S-61).

#10 Ottobre 2007 (100 pages) Color photos: RAF Typhoon formatting on a Russian Bear H (Shades of the Cold War), and Spanish C-295. "Panamax 2007" one pages including 4 photos (Panama T-35 Pillan). "Gli SF-260EA del 70°" 4 pages including 8 photos of Italian SF-240 in a new attractive light-gray color scheme. "Operazione G.222" 5 pages including 13 photos of the G.222 being recondition for the Nigerian AF. "Incidenti Militari" 1½ pages including 2 photos (Japan Beechcraft T400 & Venezuela PZL M-28 Sky Truck).

#11 Novembre 2007 (100 pages) "Presentato il Saequer" one pages including 4 photos of Iranian F-5 and the indigenous Saeque-2. "Gli SF-260 Belgi" 4 pages including 4 photos and table listing individual aircraft. "Incidenti Militari" 1½ pages including 2 photos (Swedish Bo 105 & Russian Su-24).

#12 Dicembre 2007 (100 pages) Color photos: Austrian Typhoon `` and; Iraq Cessna 208. "Gripen Operational Test & Evaluation Unit" 4 pages including 6 photos. "Bombardier 415" 4 pages including 9 photos. "Incidenti Militari" 2 pages including 3 photos (Kenya MDH 500MD, Turkey T37, & JASDF F-2B).

AeroFan #100 Final Issue (88 pages) "Caproni's Final Projects: .The Ca.193 and other Planes" 15 pages including 24 photos (mostly of the Ca.193, a twin-tailed, twin-engine pusher light plane), 3-view drawing & numerous sketches of Ca.193, a 3-view drawing of the proposed Ca.194 trainer, and drawings of the proposed jet-powered Ca.196 & Ca.197. "Achille Bsdteili: An Italian Pioneer" 4 pages including 7 photos of some outlandish aeromachines. "Reconnaissance over Veneto in 1918: The 26ª Squadriglia" 7 pages including 17

photos (Ni-17, 1½ Strutter, Pomilio PE, HD.1, SVA, SP.3, & SIA 7B1). "La Fine della'Impero" 3 pages including 3 photos (Ca.133) and map of Ethiopia 10.6.40. "The Finnish G.60 and their Operational Problems" 12 pages including 11 photos. ["The trials taken to determine the effect of projectiles against the 8.9 mm armour which was fitted to Russian aircraft demonstrated that it could be holed by rounds from the 12.7 mm gun of the Brewster, but only dented by the guns fitted to the G.50"] "Genova in Guerra" 10 pages including 14 photos. "Emanuele Annoni: an Ace of 4º Stormo" 7 pages including 13 photos and a table listing his victories. "Benny' Benedict and his Italian Prizes" 7 pages including 11 photos of Italian aircraft "captured" and flown by Benedict (P.108B, S.79, MC.200, Bf 109, Hs 126, & CR.42). ["His first major aeronautical 'prize' was an SM,79 recovered from Castel Benito: the tri-motor, baptized 'Green Goose', was used for a long time as a workhorse, transporting vast quantities of bear (sic), various supplies, and personnel between one airstrip and another in Libya."] "Fiat CR.44: A Fighter by Rosatelli" 4 pages including a 3-view drawings and sketches of the proposed CR.44. "The 'Macchino' of the INCOM" 6 pages including 19 photos. of the MB.308 once owed by the Italian newsreel company INCOM and currently being restored by the Historical Aircraft Group (Italy).

POLAND

LOTNICTWO (Krystof Zalewski, ul Grochowska 306/310, pok. 206, 03-840 Warszawa. E-mail: kz@magnum-x.pl.)

7/07 (68 pages) "Jak Orzel z Rekinem" 2 pages including 6 photos (Polish Su-24M, MiG-29, F-16, & Mi-8RL). "Hispanka Armada w akcji" 4 pages including 9 photos (Spanish AV-8S Matador, AB 212, SH-60B, & SH-3H). "Bell Boeing V-22 Osprey (cz.I)" 14 pages including 21 photos. "Mitsubishi J2M Raiden (cz.II)" 9 pages including 15 photos (4 in USAAF markings), a scale 5-view drawing, and 2 color profile drawings. "Rozwoj lotnictwa wojskowego w Polsce w latach 1930-1932/33 (cz.II)" 7 pages including 7 photos and 6 color profile drawings (PWS-10, Potez XXVII, PZL L-2, Lublin R-XIIIA, PZL-14, & Bartel BM-4, "Polish Fighting Team" 5 pages including 12 photos and 2 color profile drawings (Spitfire IX 'ZX-6'). **8/07** (68 pages) "Zagrzeb-Pleso: 12 maja 2007" 3 pages including 8 photos [Croatian MiG-21, (5), Mi-8, An-26, & Pilatus PC-9]. "Bell Boeing V-22 Osprey (cz.II)" 7 pages including 12 photos and a scale 5-view drawing. "Eskadra Lotnicza MW" 7 pages on Polish naval air unit including 13 photos and 3 color profile drawings (Pe-2, Il-2, & Jak-9P). "Zapomniany MiG-23" 5 pages including 9 photos and a scale 4-view

drawings of delta-wing MiG with canards. "Zdanie kierowane i samonaprowadzające latające Lotnictwa Cesarskiej Armii Japońskiej (cz.I)" a rather long title for a very interesting 7-page article on Japanese aerial "standoff weapons" including 11 photos, specification tables, and 3 scale multi-view drawings. (Ed: ideal scratch-building projects for the modeler to hang below a model of a "Betty".) "Bitwa powietrzno-morska koło wyspy Rennell" 5 pages on the sinking of the *USS Chicago* including 5 photos and 3 color profile drawings [Mitsubishi G4M1 Betty (2) and Grumman F4F-4 Wildcat].

9/07 (68 pages) "3.Brygada Lotnictwa Transportowego" 4 pages including 7 photos (ASA-295M, An-2, M-28, W-3 Sokol, Mi-8, & An-26). "Chengdu Jianji-10 (J-10)" 9 pages including 21 photos and a 5-view scale drawing. "Fuerza Aerea Ecuatoriana (cz.I)" 6 pages including 16 photos (Strikemaster (4), Mirage F.1 (4), Jaguar (2), Kfir (5), & A-37 Dragonfly (1)). "Nieznany An-2" 6 pages including 10 photos, a 5-view scale drawing, & 7 side views of variants (Samolot Nr.4, An-2, NRK, An-4, An-6, An-2A, & An-3) [Ed: The first 5 side views are familiar, but the last 2 are new to me. They show the aircraft with what appears to be an optical housing and "gun" turret at mid upper fuselage. I'd welcome any information on the purpose of this equipment.] "Reggiane Re.2000 Falco" 7 pages including 11 photos, 3 color side-view drawings [Italian (2) & Hungarian (1)], and a 5-view scale drawing. "Zdanie kierowane i samonaprowadzające latające Lotnictwa Cesarskiej Armii Japońskiej (cz.II)" a 5-page article on Japanese aerial "standoff weapons including 3 scale multi-view drawings (Ke-Go 103, Ke-Go 106, & Ge-Go 109).

10/07 (68 pages) Color photo: Iran Saegheh. "Miedzynarodowe Pokazy Lotnicze Radom 2007" 2 pages including 5 photos (Dutch F-16, Ukraine An-26, Danish Learjet 35, & Polish MiG-29). "Sikorsky – smigłowcowy potentat (cz.I)" 8 pages including 20 photos. "Kecskemet, Węgry: 11-12 sierpnia 2007" 2 pages including 6 photos (Hungarian Gripen, L-39, & Mi-24; and Serbian Super Galeb). "Fuerza Aerwa Ecuatoriana (cz.II)" 5 pages including 13 photos [Beechcraft T-34C, Cessna A.150L, HS.748 (2), C-130H, DHC-6 Twin Otter, Bell TH-57A, Allouette III, & Lockheed T-33 (2)]. "Jeszcze o działalności Frankopolu" 6 pages including 4 photos and 6 color profile drawings (Polish Breguet 14, Salmson II, Fokker D.VII, Spad XII, & Spad S-61; and Swedish Ni.29). "Bell P-39 Airacobra (cz.I)" 6 pages including 6 photos and 6 color profile drawings (one Polish). "Operacja 'Double Strike' Cz.I: nalot na Regensburg" 6 pages

including 5 photos, a map showing where each Allied and Luftwaffe aircraft was lost, a table listing all Allied aircraft lost, and 4 color profile drawings [B-17 (2), Bf 109G, & Fw 190A].

USA

IPMS/USA JOURNAL (IPMS/USA, PO Box 2475, North Canton, OH 44720-0475 USA. Six issues per year: In USA: \$25 for adults (18 and older) and \$12 for juniors (17 and younger); Canada & Mexico \$30; all other \$32.)

September/October 2007 - Volume 19, Number 05. (74 pages) Nothing of small-air-force interest. Aviation articles: "Building Classic Airframes" 1:48 Canberra in 100 Squadron Colors", "Converting Tamiya's Spitfire Mk.I into a PR Mk.IV", and "Chuck Mann's 362nd FG Thunderbolt in 1:72".

November/December 2007 - Volume 19, Number 06 (80 pages) This issue is devoted entirely to the IPMS/USA 2007 National Convention. There are 13 pages of text reporting on events. The remaining pages consist of color photos of the 1st, 2nd, and 3rd place models in every category and of the models that won a Special Award. Considering the large number of winners, the information on each model is rather limited – consisting only of place, identification, and name of the builder. In some categories, but not all, the scale is denoted by the name of the category. I would have liked to know the kit used to build the model. For an example of information I would like concerns the "Popular Best in Show" winner "The Hobby Shop – 1970" The photo shows a typical shop with kit boxes and books on the shelves and models hanging from the ceiling and in glass cases. What scale is it? If not full scale, I would like to know how the modeler built scale reproductions of all those model boxes, particularly the Airfix kits in plastic bags.

WWI AERO (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$42.00 USA or \$47.00 overseas).

#197 Aug 2007 (144 pages) "The Design of the Bleriot XI and the Rozendaal Enigma" 6 pages including 2 side-view drawings. "The Olmsted Propeller" 4 pages including 2 pages of drawings. "Brooks Aeroplanes" 4 pages including 6 photos. "Early Russian Bomber Development" 2 pages including a small 3-view drawing (Vosin LA.S). "The Gallaudat Story Part 16B: The Model D-4 Continued" 24 pages including 11 photos and 6 pages of multi-view scale drawings. "Ing. Jan Stastik's Dreadnaught No 1" 3 pages on "the first twin-engine bomber of the Austro-Hungarian monarchy" including

4 photos of this unique push-pull aircraft. "Identification X" 2 pages with 7 photos. "Times Tarmac" 10 pages with 20 photos. "Drawings" 2 pages with 3-view drawings of the Herring-Burgess Biplane & the Grenne biplane. "Museums/Organizations" 11 pages including 25 photos. "Models" 10 pages including 29 photos. "Publications" 16 pages with reviews of 5 books and 9 Journals/Magazines. "Letters" 4 pages with 5 letters.

SKYWAYS: The Journal of the Airplane 1920-1940 (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$42.00 USA or \$47.00 overseas.).

#84 Oct. 2007 (80 pages) "Pan American's Flying Boat Bases, Part 1: The North Atlantic – Botwood, New York and Baltimore" 11 pages including 18 photos (mostly of flying boats). "Oshkosh Air Venture 2007" 11 pages including 22 photos. "The Curtiss-Wright T-32 Condor II" 14 pages including 30 photos (mostly of construction details). "Stinson SM-1 Detroit Restoration" 6 pages including 11 photos. "How Glenn Flew from St. Louis to Oshkosh in Only Six Days (in a DH-4)" 4 pages including 3 photos. "2007 National Waco Club Reunion" 5 pages including 10 photos. "Cockpits: Navy Curtiss SBC-4 Dive Bomber" 5 pages with 14 photos. "ID UNK (Identification Unknown)" 3 pages including 6 photos and a multi-view scale drawing of the American Moth V-1. "Models" 2 pages including 2 photos. "From the Members" 4 pages including 3 photos.

ESM 72 (Model-Aire International, 38 Prince Royal Passage, Corte Madera, CA 94925. E-mail: maiesm72@aol.com. Web site:

members.aol/Maiesm721/maiwebpg.html.) Quarterly. \$25.00 for four-issue volume. \$30.00 outside the USA. Back issues available at same price per volume.

Vol. 9, No. 4 (pages 170-240) "Aircraft by Kit Manufacturer" W.K. Models to Zvezda (8 pages). "Aircraft by Kit Manufacturer Updates (18 pages). "Civilian Aircraft Updates" (2 pages). "Floatplanes, Flying Boats & Seaplane Updates" (one page). "Gliders & Sailplanes Updates (one page). "Helicopters, Autogyros & VTOL Aircraft Updates" (one page). "Training Aircraft Updates" (one page). "Transports & Utility Aircraft Updates" (one page). "WWI Aircraft Updates" (one pages). And, many pages of Updates on aircraft accessories, vehicles, etc.

[This is the last of the quarterly issues. Vol. 10 will begin an annual publication schedule.]

The Mystery of the North American O-47A No 37-285 in Ecuador 1941

Jorge Delgado P.

[Editor's note: Dan Hagedorn reviewed this manuscript with a view to adding information from US sources. Since he found several discrepancies between Ecuadorian and US sources, I've taken the liberty to "salt" Dan's comments into Jorge's narrative. Also, see map and photo on page 94.]

Preparations for War

With Japanese aggression in Asia and Europe facing Germany in what was to become the biggest conflict in the history of mankind, the United States tried to maintain its neutrality, but they began to get ready for what was to come. Included in these efforts was helping the nations of Latin America get ready to protect themselves. Ecuador was one of the many countries that benefited from this effort. At the request of the Ecuadorian government, a USAAF Mission would be sent to Ecuador by the end of 1940. This Mission replaced an Italian Mission that had been training Ecuadorian forces.

The US decision to send a contingent to Ecuador was something that had been in the making since 1935 when the city of Guayaquil was surprised early in the morning of 14 February when 31 US Navy biplanes flew over the city several times before landing. These planes were from Rear Admiral Harne's fleet that was on maneuvers testing the defenses of the Pacific approaches to the Panama Canal. This was the beginnings of plans to defend the Canal Zone that included the city of Guayaquil, the Anglo oil fields at the port of "La Libertad", and the Galapagos Islands.

The constant traffic of US Navy warships culminated with the visit to Ecuador of the US president, Franklin D. Roosevelt, aboard the USS Houston. Although he told the press that he was here for "sport fishing", it was evident that the US was making plans if hostilities were to break out with the Axis powers.

The USAAF Mission to Ecuador

The first contingent of the USAAF Mission arrived at the end of 1940. It was headed by Colonel Walter K. Burgess who arrived from Panama at the controls of a North American O-47A No. 37-287. This aircraft belonged to the 39th Observation Squadron stationed at France

Field on the Atlantic side of the Panama Canal. It was to be used as the "hack" for the Mission.

The O-47A had a very peculiar form. Its belly looked like fish, but it was covered with windows designed for reconnaissance missions. The first models were powered by a 975-hp Cyclone engine with a three-bladed propeller. It had a crew of three: pilot, radio operator/cameraman, and gunner. The pilot could fire a .30 caliber machine gun located in the right wing. The plane had a maximum speed of 225 mph, a ceiling of 23,200 feet and range of 900 miles.

Burgess, who also was an excellent engineer, began to supervise the construction of alternate airstrips along the Ecuadorian coast. He was also in charge of revitalizing Ecuadorian military aviation that was at a minimum of effectiveness because of the negligence of the politician who had not given their armed forces necessary resources.

Burgess began the steps necessary to retrain Ecuadorian pilots by attempting to obtain new aircraft. However, this was delayed due to the priority given to the shipment of material to the Allies who were fighting in Europe. Meanwhile, he trained pilots and mechanics, who were used to working on Italian aircraft like the IMAN Ro-37, in the use of the American equipment.

Nazi Fifth Column Activities in Ecuador

According to Eustaquio C. Escudero, in his book "Como opero la quinta columna Nazi en Ecuador", Nazi spies were active along the entire Pacific coast of Ecuador, especially on the border between Ecuador and Peru. It was said in government circles that the Axis forces were hoping that when the United States declared war on Japan, Nazi influences in Peru would instigate a war between Ecuador and Peru. This would distract the US forces and possibly lead to the take over the Galapagos Islands as a base to attack on the Panama Canal.

Secret radio stations were transmitting coded messages detailing key naval and air movements of the Ecuadorian army and of the US Mission. It was assumed that these messages were being sent by German nationals since

they used the Spanish verbs in the infinitive. The Minister of Defense ordered the Navy Command to uncover the spies and capture them. For this operation, the Navy called on Second Lieutenant Jorge Washington Castillo, a radio-technician who was in charge of one of the navy's radio stations. Although the secret radio stations were transmitting messages at night and with constantly-changing frequencies, he was able to decipher the code by the tenth night of work.

During the first days of June 1941, messages were intercepted saying that the flights Colonel Burgess was making along the Ecuadorian coast were a constant treat to the Nazi submarines operating in Ecuadorian waters, dropping spies on the coast and getting supplies from the natives in exchange for few coins. [Jorge: There is no official confirmation of this submarine activity, but I have had conversations with old timers who say that when they were kids they carried supplies to these submarines. These boats may have been Peruvian since that nation had a number of submarines.]

An example of this activity could be an incident at the port of Guayaquil on April 2 of 1941. The German liner *Cerigo* was set on fire by its crew when the order was given by the Ecuadorian authorities to confiscate the ship. Most of the crew was interned, but one of their members was captured a few days later near the place where people said the submarines emerged to drop off agents.

The author thinks that the Nazis in charge of the spying ring decided to stop the air patrols by sabotaging Burgess' plane.

The Crash of O-47A No. 37-287

On June 5 1941 Colonel Burgess, together with two Ecuadorian crewmen, Tnte. Luis Arias Guerra and Subt. Fernando Davalos Ortuño, took off in the morning from Guayaquil. Their aircraft was North American O-47A No. 37-287 and their mission was to inspect the landing strip at Tachina up north near the border with Colombia. Arriving without problem, they made their inspection and then continued to the city of Esmeraldas. That afternoon, at 1515 hours, they began the return trip heading south to the US

Base at Salinas. After about 1½ hours of flying time, as they neared the island of La Plata, off the coast of Manabi Province, the engine began to cough for a few minutes and then silence! Improbable as it may seem given Colonel Burgess' flying experience, they may have run out of fuel. Could it have stopped for other reasons? Maybe a mechanical problem – or sabotage! (On the early model of O-47, cylinders heads over-heated. It was determined that the cowling of the engine was insufficient. The engineers solved the problem by adding additional air intakes in the engine cover; a modification that was applied to the O-47B.)

A crash was imminent. Burgess headed for the nearest land, the island of La Plata, off Cape San Lorenzo (where the Humboldt Current deviates from the continent towards the Galapagos Islands). However, they lacked the altitude to make it, and they crashed into the ocean. By the time the foam made by the impact had dissipated, the plane had disappeared under the water and they were alone floating on the waves in their life vests. They had only one raft so they had to take turns on board. A couple of hours later, a group of sharks arrived. Colonel Burgess was the first to succumb. He suffered a heart attack and was eaten by the sharks. Hours later the sharks returned and this time it was the turn of Subt. Davalos to be the victim of the predators. Tnte Luis Area was able to swim and fight off the beasts for hours until he was washed ashore on the beach at Machalilla, in the Province of Manabi. He was found by fishermen two days after the crash, almost dead from lack of food and exposure to the elements. While he was recovering at the hospital in Quito, he was ordered by his superiors not to give any information to the press.

[Dan: The O-47A in question, AC37-287, according to the Aircraft History Card, was assigned to France Field, CZ, as part of the 39th Observation Squadron complement 13 June 1940. It was lost of June 5, 1941 "...near Cape San Lorenzo, Canal Zone, while being piloted by Colonel Walter Burgess. Ran out of fuel. Forced landed in ocean and aircraft sank. Pilot drowned. Passenger Davalos also drowned. Written off." There was no mention of a third crew member, nor any mention of the aircraft being assigned to the USAAC Mission to Ecuador at the time.]

[Editor's note: The maps in my atlas show a San Lorenzo in northern Ecuador, but no San Lorenzo in Panama. As a working hypothesis, I suggest that the USAAF made a mistake when they put the loss of AC37-287 in the Canal Zone.]

[Dan: Another O-47, O-47B AC39-93 (one of only two O-47Bs assigned at the time to the Canal Zone) WAS assigned to Salinas, Ecuador July 8, 1942. It reverted to Howard Field in the CZ later, but returned to Quito again November 2, 1942. Ironically, it next served with the US Attaché in Lima, effective from January 1, 1943. However, one other O-47A was assigned to Salinas by July 1, 1944 and one other was assigned to the 538th Air Base Squadron on the Galapagos, and was still there in March 1945 - certainly one of the last airworthy examples in the Sixth Air Force and probably one of the last ones in the USAAF. It had been reclassified as RO-47A by that time (indicating obsolescence, not "Reconnaissance").]

By this time Ecuador was repelling the Peruvian troops that had begun their invasion of Ecuador. It is sad to think that our countries were manipulated by foreign forces for the attainment of the objectives of the big powers.

What truly happened on that mission will never be known. The war between Ecuador and Peru had erupted and the high command decided to put a lid on the investigation due to the

delicate situation that the country was going through at that moment. The mystery continues until today.

Postscript

Due to the armed conflict between Ecuador and Peru, the USAAF did not immediately name a replacement for Colonel Burgess. However, the conflict ended - for the moment - when Ecuador and Peru signed the "Talara Agreement" on October 2 1942, and the Protocol of Rio de Janeiro on 29 January 1942. The day after the parties signed this latter document, Major. Harry H. Renshaw was appointed the new commander of the USAAF Mission with Captain Alex B. Pendleton as his executive officer. They assumed command on the 30 of January 1942. By then, the Mission was part of the Sixth Air Force with the main base in the Panama Canal Zone. At the end of 1942, Colonel Renshaw was transferred to command a combat group and Colonel Pendleton assumed command of the Mission.

On the afternoon of June 2 1943, Colonel Pendleton took off at the controls of a twin-engine plane, probably a Beech UC-45A, from the base at Albrooks in Panama heading toward the city of Quito. He was accompanied by Sergeant E.A. Carroll, Iso a member of the USAAF Mission, and an unidentified person. When they arrived at their destination at 1930 hours, it was already dark and they were not able to land because the landing strip didn't have the facilities for night operations. So they headed to the US base at Salinas. Halfway to their destination, while over the Quevedo River, they run out of fuel. It seems they had consumed too much fuel trying to land at Quito. With the help of the moonlight, they followed the river trying to locate a beach on the banks of the river. Above the Bravo hills they sighted a small beach, but what they didn't see because of the darkness were the rocks on the sand. After the first impact, the small twin-engine plane broke in half, Colonel Pendleton was badly injured, Sergeant Carroll had only bruises, and the other person was unhurt. Immediately, aid was dispatched from Santa Elena and the wounded were taken to the hospital in Salinas. However, Colonel Pendleton never recovered consciousness and died. Two days after the accident, he was buried with full military honors at the cemetery reserved for the Anglo oil fields foreign employees (British) at the city of Ancon on the peninsula of Santa Elena. This was the second commander of the USAAF Mission to die in service to Ecuador.

[Dan: This aircraft was probably Beech UC-45A 41-1868, which was assigned to the US Military Attaché at Quito September 25, 1942 and was condemned (reason not stated) August 20, 1943, which would seem to agree with a loss date in June 1943.]

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FAP de Havilland DH-104 Dove

Antonio Luis Sapienza Fracchia

Only one Dove saw operational use in the Paraguayan Air Force. This particular plane was a donation of the Argentine Air Force to its Paraguayan counterpart, which took place on August 15, 1962. The delivery ceremony took place at Asunción International Airport with representatives of both air forces, including the FAP Commander Gen. Adrián Jara.

Many Doves were acquired by Argentina in the late 40s. The FAP Dove, which manufacturer's construction number was 4202 originally had the Argentine civil registration LV-YBR and belonged to the DIRECCIÓN NACIONAL DE AVIACIÓN CIVIL (Civil Aviation Authority). Later, it was transferred to the Argentine Air Force, where it carried the serial T-73. Once in the FAP, it received the serial T-39 and it was probably the first plane that carried the title FUERZA AEREA PARAGUAYA painted in the fuselage. It's important to know that at that time the FAP was known as AVIACIÓN MILITAR PARAGUAYA (Paraguayan Military Aviation) and it depended on the Army. Even the AMP uniform was green at that time.

The Dove was not incorporated to the Military Air Transport (TAM) and it was mainly used as VIP transport. Many people agree that it can be considered the first Presidential plane, since President Gen. Alfredo Stroessner used it many times when traveling to the interior of the country. For international flights, Gen. Stroessner used a LAP (Líneas Aéreas Paraguayas) Convair 240.

Dove T-39 was kept in active duty as a Presidential plane until 1968, when a DeHavilland Canada DHC-6 Twin Otter was acquired new from the factory. After 1968, the Dove was used as a FAP top rank officers VIP transport until the mid-70s when it was withdrawn from use due to the lack of spare parts. It was then stored and kept in good conditions for a few more years. I saw it in static display during a huge air show which

took place at Ñu-Guazú AFB on December 9, 1979. When I visited the base again in 1981, it was completely scrapped!. What a sad ending to this historical plane.

The FAP Dove kept the overall bare metal color scheme, except the upper fuselage, which was painted in white. A very thin red cheatline was painted over the windows. The title FUERZA AEREA PARAGUAYA was painted over the red cheatline in small black letters. The upper part of both engine cowlings and the anti-glare panel were painted in black. The Paraguayan flag colors were painted in the rudder, with a tiny yellow star in the white stripe. The serial T-39 was painted in the rear fuselage and in two wing positions (upper right and below left). The FAP roundel was painted in the opposite two wing positions.

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Captions for the photos on page 74

1. Argentine Air Force DeHavilland DH-104 Dove T-73. The picture was taken at Carrasco International Airport in Uruguay on February 18, 1961. Photo: Author's file via Dan Hagedorn.

2. Paraguayan and Argentine Air Force officers posing in front of the Dove during the delivery ceremony at Asunción International Airport on August 15, 1962. The third from the left is General Adrián Jara, the FAP Commander. Photo: Revista Alas Paraguayas.

3. The FAP Dove T-39 in the mid-1960's at Ñu-Guazú AFB. Note the absence of the propeller spinner. Photo: Author's file via George Kamp.

Peace Fox

The Israeli Air Force McDonnell Douglas F-15 Eagle

Part 4: Addendum and Appendices

Author's Notes:

1. Continuing research has determined that an update to the table presented in SAFO #122, pages 46 and 47, is in order. First it is now confirmed that all "Peace Fox V" F-15As (3XX serial numbers) have been withdrawn from use and have been cannibalized, placed in storage or used as maintenance trainers, museum pieces, gate guardians, etc. Additionally, following the "Baz AUP" modification program, F-15Bs #110 and #111 have switched squadrons. Also, F-15D #733 was moved to 106 *Tayeset*. This results in an Air Order of Battle strength of:

106 <i>Tayeset</i> "Spearhead Squadron":	17 F-15C, 8 F-15D and 2 F-15B
133 <i>Tayeset</i> "Double Tail Squadron":	16 F-15A, 4 F-15B and 1 F-15 D (used by the IDF/AF Flight Test Center)

It should be remembered, however, that "aircraft are rotated between [the two] squadrons in accordance with their missions and tasks."

2. Also the aircraft making up the second four-ship on the Operation "Wooden Leg" mission (long-ranged strike against the PLO HQ in Tunis) have been determined to be:

#5 Akev 970
 #6 Akev 957
 #7 Akev 530
 #8 Akev 840

Note that despite Aloni's statement on page 67 of *Israeli F-15 Units in Combat* (Osprey, 2006), the single-seat "Bazs" were indeed F-15Cs (see SAFO #122, page 48, note 14).

3. Based on photographic evidence, it appears that only eight of the 19 Peace Fox V F-15As were ever been on operational status in IDF/AF service. They are:

106 <i>Tayeset</i> "Spearhead Squadron":	#316, #317 and #361
133 <i>Tayeset</i> "Double Tail Squadron":	#312, #332, #387, and #394

Additionally #301 served briefly with one of the two squadrons, but was last photographed taxiing at Ovda AB wearing the local maintenance unit badge. Except #317 which served for ten years and was finally wfu in May 2001, the rest of these well-worn jets were operational for only 1-2 years. While other PF-V F-15As have reportedly been seen with IDF/AF serials, there is no conclusive evidence they were ever placed on operational status with either of the two units.

4. Much of the above is confirmed by the recent publication of *McDonnell Douglas/Boeing F-15 Baz* by Ra'anana Weiss and Alon Koren (IsraDecal, 2006) which despite some of its language limitations is currently the best account available on the F-15 in IDF/AF service. The below appendices have been updated to include information contained in this excellent book.

Appendix One

Peace Fox Deliveries and Aircraft Histories

Peace Fox	F-15 Model	USAF Serial	IAF/AF Serial	Date Delivered	Nickname	Remarks
I	A	72-0116	620	10/12/76	"Storm" (<i>Sufa</i>)	Former AFDT&E airframe "F-14". Note 1. <u>Withdrawn from Service</u>
	A	72-0117	622	10/12/76	"Tempest" (<i>Sa'ar</i>)	Former AFDT&E airframe "F-15". Note 1. <u>Withdrawn from Service</u> : now used as instructional airframe at IDF/AF Technical School at Haifa.
	A	72-0118	644	10/12/76	"Lightning" (<i>Barak</i>)	Former AFDT&E airframe "F-16". Note 1. <u>Withdrawn from Service</u>
	A	72-0120	646	--/12/76	"Thunder" (<i>Ra'am</i>)	Former AFDT&E airframe "F-18". Note 1. Used in four aerial victories. <u>Withdrawn from Service in 2004</u>
	A	76-1505	654	2/02/78	"Hurricane" (<i>Horikan</i>)	
	A	76-1506	658	2/02/78	"Typhoon" (<i>Taifun</i>)	Used in two aerial victories.
	A	76-1507	661	Unknown	"Hamsin" (It is unknown if this is the Hebrew word or a translation.)	
	A	76-1508	663	Unknown	"The Lighter" (<i>Ha Madlik</i>)	Used in first aerial victory.
	A	76-1509	667	Unknown	"Cyclone" (<i>Tsicion</i>)	Used in one aerial victory.
	A	76-1510	669	Unknown	"Flock" (<i>Lahak</i>) or "Squadron"	Badly damaged in crash, forward fuselage completely replaced.

	A	76-1511	672	Unknown	“Tornado”	Used in one aerial victory. <u>Destroyed in mid-air collision</u> with #684 on 15/08/88; pilot Ehud Falk ejected but was killed.
	A	76-1512	673	Unknown	“The Sting” (<i>Ha Oketz</i>)	Used in one aerial victory.
	A	76-1513	676	Unknown	None	Used in one aerial victory. <u>Destroyed in crash 29/09/79</u> , pilot Guy Golan killed.
	A	76-1514	678	Unknown	“The Shooter” (<i>Ha Yoreh</i>)	Used in two aerial victories.
	A	76-1515	681	Unknown	“Spear” (<i>Romach</i>)	
	A	76-1516	684	Unknown	“The Vampire” (<i>Ha Arpad</i>)	Used in two aerial victories. <u>Destroyed in mid-air collision</u> with #672 on 15/08/88; pilot Ram Koller (133 Sqdn/CO) was killed.
	A	76-1517	686	Unknown	“The Hot One” (<i>Ha Madlik</i>)	Used in two aerial victories.
	A	76-1518	689	Unknown	“Boomerang” (<i>Bumerang</i>)	Used in two aerial victories. Badly damaged in takeoff-abort accident. Rebuilt using “PF-V” AF74-0122. Previously nicknamed “Lark” (<i>Efroni</i>)
	A	76-1519	693	Unknown	“Lightning Flash” (<i>Bazak</i>)	
	A	76-1520	692	Unknown	“Galaxy” (<i>Galaksiyah</i>)	Used in one aerial victory.
	A	76-1521	695	Unknown	“The Star” (<i>Ha Kochav</i>)	Used in four aerial victories.
	A	76-1522	696	5/11/78	“Firecracker” (<i>Haziz</i>) (sometimes listed as “Thunderstorm” [<i>Chaziz</i>])	Used in one aerial victory.
	A	76-1523	698	5/11/78	“Comet”	See Note 3
	B	76-1524	704	15/12/77	“Arrow from the Bow” (<i>Hetz Mi Keshet</i>)	Used in two victories. Serial changed in 1985.
			404			
	B	76-1525	708	15/12/77	“Chariot of Fire” (<i>Merkevet Esh</i>)	Used in one aerial victory. Serial changed in 1985.
			408			
None	A	72-0114	649	1982		Former AFDT&E airframe “F-12”. See Note 2. <u>Withdrawn from Service</u>
II	C	80-0122	802	25/08/81	“Panther” (<i>Panther</i>)	Used in four aerial victories. Badly damaged on 4/4/91 in landing accident (collapsed landing gear); took two years to repair.
	C	80-0123	810	Unknown	“Desert Cobra” (<i>Peten</i>)	
	C	80-0124	812	Unknown	“Adder” or “Viper”	
	C	80-0125	818	Unknown	“Octopus” (<i>Tamnoon</i>)	Used in one shared aerial victory.
	C	80-0126	821	Unknown	“Lammergeyer” (<i>Peres</i>)	Used in one shared aerial victory. <u>Destroyed in crash 10/02/91</u> ; pilot Israel Ornan ejected but drowned.
	C	80-0127	828	Unknown	“Desert Owl” (<i>Avach</i>)	Used in one aerial victory.
	C	80-0128	832	Unknown	“6th of June” (<i>Shishi Be Yuni</i>)	Used in one shared aerial victory.
	C	80-0129	840	Unknown	“Commando” (<i>Kommando</i>)	Used in 3.5 aerial victories. Operation Wooden Leg participant
	C	80-0130	848	23/10/81	“Falcon” (<i>Baz</i>)	Used in two aerial victories.
	D	80-0131	950	25/08/81	“Sharp Sword” or “Two Edged Sword” (<i>Kerev Pipyot</i>)	Serial changed in 1983/85 when transferred to 133 Sqdn. Operation Wooden Leg participant.
			450			
	D	80-0132	955	25/08/81	“Storm Wind” (<i>Roach Pratzim</i>)	Used in one aerial victory. Serial changed in 1983/85 when transferred to 133 Sqdn. Wooden Leg participant.
			455			
	D	80-0133	957	Unknown	“Sky Blazer” (<i>Markiyah Shchakim</i>)	Used in 4.5 aerial victories. Made history on 01/05/83 when landed without right wing after a mid-air collision with an IDF/AF A-4N during ACM training. Last victory scored after aircraft was rebuilt. Operation Wooden Leg participant.
	D	80-0134	965	Unknown	“Fire Bird” (<i>Tzipor Ha’Esh</i>)	Also translated as “The Phoenix”. <u>Destroyed in crash 10/08/95</u> ; both crewmen, Ronen Lev and Yaron Vayonte killed.
	D	80-0135	970	24/02/82	“Morning Star” (<i>Ayelet Ha’Shachar</i>)	Operation Wooden Leg participant.
	D	80-0136	979	24/02/82	“Beating Wings” (<i>Mashek Knafaim</i>)	Used in three aerial victories.

III	C	83-0054	505	16/12/84	"Pioneer" or "Daring" (<i>Nachshon</i>)	
	C	83-0055	519	16/12/84	"Strong" or "Stable" (<i>Eitan</i>)	Named after deceased F-15 pilot.
	C	83-0056	525	17/03/85	"Hawk" (<i>Netz</i>)	
	C	83-0057	530	17/03/85	"Arrow" (<i>Chetz</i>)	Operation Wooden Leg participant.
	C	83-0058	541	17/03/85	"Hook" (<i>Keres</i>)	
	C	83-0059	552	17/03/85	"Buzzard" (<i>Akev</i>)	
	C	83-0060	560	24/04/85	"Jupiter" (<i>Bazak</i>)	
	C	83-0061	575	24/04/85	"Mars" (<i>Maadim</i>)	
	C	83-0062	583	24/04/85	"Golan"	Named after deceased F-15 pilot.
	D	83-0063	223	16/12/84	"The Flying Tiger" (<i>Nammer Ha Moefef</i>)	Also translated as "Leopard". Wooden Leg participant. <u>Destroyed in crash 10/04/87</u> ; pilot Yiftach Mor killed, navigator successfully ejected.
	D	83-0064	280	16/12/84	"Exploding Hand" (<i>Yad Ha Nefetz</i>)	Used in one aerial victory. Operation Wooden Leg participant.
IV See Note 4	D	90-0275	733	4/05/92	"The King's Messenger" (<i>Raz Ha Melech</i>)	
	D	90-0276	706	04/05/92	"Northern Star" (<i>Kochav Ha Tsafon</i>)	
	D	90-0277	715	29/07/92	"Rose of the Winds" (<i>Shoshnat Ha Ruchot</i>)	Also translated as "Wind Chart".
	D	90-0278	701	26/08/92	"The Fire Fox" (<i>Shual Ha Esh</i>)	Initially may have been #401.
	D	90-0279	714	26/08/92	"The Golden Vulture" (<i>Nesher Ha Barzel</i>)	Also translated as "Iron Eagle".
V See Note 5	A	73-0087	387	08/11/91		From 122nd TFS, 159th TFW, Louisiana ANG. Initially assigned to 133 Sqdn. Last reported as a maintenance trainer at Tel Nof AB as (fictitious) "Baz 133" (obviously numbered for 133 Sqn).
	A	73-0093	None	23/10/91		From 122nd TFS, 159th TFW, Louisiana ANG. Not placed in Service: instructional airframe at IDF/AF Technical School.
	A	73-0094	394	23/10/91	"Viper"	From 122nd TFS, 159th TFW, Louisiana ANG. Initially assigned to 133 Sqn. Now in Storage at Ovda AB?
	A	73-0098	None	--/10/91		From 122nd TFS, 159th TFW, Louisiana ANG. Not placed in Service: Airframe used as parts donor until 1999 when it was painted/marked as 133 Sqn's #695 with four victory symbols and put on display at IDF/AF Museum at Hatzerim.
	A	73-0101	301	08/11/91	"Ovda"	From 122nd TFS, 159th TFW, LA ANG. Last reported as a maintenance trainer at Ovda AB; with Ovda AB maintenance squadron badge on outside of vertical fins and both 106 and 133 Sqn markings on inside of fins. Most probably serialized as #301, but could have been #361.
	A	73-0102	None	23/10/91		From 122nd TFS, 159th TFW, LA ANG. Not Placed in Service: Airframe used to rebuild/repair another; remains reported in dump at Tel Nof AB.
	A	73-0104	304	23/10/91		From 122nd TFS, 159th TFW, Louisiana ANG. Not known to have been placed in operational service. In Storage now?
	A	73-0105	305	09/11/91		From 122nd TFS, 159th TFW, Louisiana ANG. Not known to have been placed in operational service. In Storage now?
	A	73-0107	None	08/11/91		From 122nd TFS, 159th TFW, Louisiana ANG. Not Placed in Service: In 2005 became the "Gate Guard" at Tel Nof AB, painted as (fictitious) "Baz 008" with "Tel Nof" in Hebrew on the nose.
	A	74-0093	393	29/07/92		From 199th FIS, 154th FIG, Hawaii ANG. Not known to have been placed in operational service. In Storage now?

A	74-0097	Unkn	29/07/92		From 199th FIS, 154th FIG, Hawaii ANG. In Storage now?
A	74-0101	361	06/07/92		From 1st FS, 325th FW, Tyndall AFB. Most probably serialized #361, but could have been #301. Initially assigned to 106 Sqn. In Storage?
A	74-0102	312	23/10/91	“Emerald” (<i>Bareket</i>)	From 122nd TFS, 159th TFW, LA ANG. Most probably serialized #312, but could have been #332. Initially assigned to 133 Sqn. In Storage?
A	74-0107	317	29/07/92	“Young Lion” (<i>Lavi</i>)	From 128th TFS, 116th TFW, Georgia ANG. Assigned to 133 Sqdn, withdrawn from service in May 2001. Now a cannibalized hulk at Ovda AB.
A	74-0122	332	21/10/91	“Atlas”	From 122nd TFS, 159th TFW, Louisiana ANG. Most probably serialized #332, but could have been #312. Initially assigned to 133 Sqn. Airframe used to rebuild #689 in 1998; remains at Ovda.
A	74-0125	Unkn	22/11/91		From 122nd TFS, 159th TFW, Louisiana ANG. In Storage?
A	74-0126	316	29/07/91	“Vulture”	From 128th TFS, 116th TFW, Georgia ANG. Initially assigned to 133 Sqn, then stored at Tel Nof AB, now stored at Ovda AB. Most probably serialized as #316.
A	75-0053	Unkn	22/11/91		From 122nd TFS, 159th TFW, Louisiana ANG. In Storage?
A	Unknown	314	Unknown		In Storage at Ovda AB. See Note 6.
B	73-0109	109	--/11/91	“The Silver Bolt” or “Silver Bullet” (<i>Halia Ha Kesef</i>)	From 122nd TFS, 159th TFW, Louisiana ANG. Originally assigned to 133 Sqn, transferred to 106 Sqn in 1998.
B	73-0110	110	22/11/91	“Arrowhead”	From 122nd TFS, 159th TFW, LA ANG. Assigned to 106 Sqn.
B	73-0111	111	06/07/92	“The Spear Head” (<i>Hod Ha Khanit</i>)	From 95th FS, 325th FW, Tyndall AFB. Assigned to 133 Sqn.
B	73-0112	142	08/07/92	“Ray of Light” (<i>Keren Or</i>)	From 128th TFS, 116th TFW, Georgia ANG. <u>Destroyed in crash 01/03/98</u> ; both crewmen, Uri Kolton and Uri Manor, killed.
B	73-0113	113	06/07/92	“Lone Wolf” (<i>Zeev Boded</i>)	From 95th FS, 325th FW, Tyndall AFB. Assigned to 133Sqn.
B	74-0137	137	08/07/92	“The Silver Arrow” (<i>Hetz Ha Kesef</i>)	From 1st FS, 325th FW, Tyndall AFB. Assigned to 106 Sqn. Renamed “Yaron Ronen” after the crew killed in the crash of #965 on 10/8/95. <u>Destroyed in crash 19/01/97</u> ; both crewmen ejected safely.

Sources

1. Aloni, Schlomo, *Israeli F-15 Units in Combat*, Oxford, UK: Osprey Publishing Limited, 2006.
2. van Toor, Jurgen, *Scramble Special Edition: F-15 Eagle*, Schiphol, NL: Scramble Publications, 2003.
3. Weiss, Ra'anana, and Alon Koren, *McDonnell Douglas/Boeing F-15 Baz*, Bat-Hefer, Israel: IsraDecal Publications, 2006.

Notes

1. Almost every source discussing IDF/AF F-15s state that the first four (pre-production, full scale development [FSD] airframes) were 72-0116/117/118/120 and they were serialized 620/626/644/646 respectively. Photographic evidence published in Source 3 showing USAF serials and extended range (ferry) configurations confirm this. Scramble (Source 2) states that the first four were 72-0114/116/117/118 and they were serialized 620/626/644/646 and that 72-0120/649 followed sometime afterwards.
2. Dennis R. Jenkins' book *Warbird Tech Vol 9: McDonnell Douglas F-15 Eagle* (Specialty Press, 1997, page 53) states that in addition to the four FSD airframes listed, “76-0120” was supplied to Israel in 1982. Research in the Boeing (which now owns McDonnell Douglas) archives confirms Jenkins' statement. However research into USAF records (for the Davies and Dildy book *F-15 Eagle Engaged!*) shows that this aircraft has had a long and productive history with the USAF and is

currently assigned to 199th FS/154th WG/Hawaii ANG. This leads to the conclusion that Jenkins' reference is mistaken, at least in the serial number of the aircraft in question. Possibly it is 72-0114, which Scramble says was one of the "first four" airframes delivered. USAF information on this aircraft ends with the completion of Category II and III (USAF Developmental and Operational Test and Evaluation) testing and does not show the aircraft going to AMARC or anywhere else. This leads to the conclusion that it may have been secretly supplied to Israel in the early 1980s (being excess to USAF needs with testing complete and new F-15Cs coming off the production lines) all five of the FSD jets (not just four as reported by most sources) wound up in IDF/AF service.

3. Source 3 provides the delivery date information for this and other PF-I jets. Unfortunately it contradicts itself with two

different dates given: 5/11/78 (pg 15) and 5/5/78 (pg 15) Based on McDonnell Douglas production information, it is believed that the former date is the correct one.

4. Although the order was placed in 1990, because these were new-build aircraft, they actually arrived towards the end of "Peace Fox V" deliveries detailed below.

5. Unknown/uncertain USAF to IDF/AF serial number tie-ups include #301/#361, #312/#332, #314 and #316.

6. Almost all sources describing "Peace Fox V" say that the program included 19 F-15As, of which only 18 are accounted for by USAF serial numbers. Perhaps the other one was withdrawn from AMARC at Tucson, Arizona, or is the mysterious "fifth FSD aircraft" (72-0114?) mentioned in Note 2.

Appendix Two

IDF/AF F-15 Aerial Victories

<u>No.</u>	<u>Date</u>	<u>Model</u>	<u>Sr Nmr</u>	<u>Pilot Name</u>	<u>Weapon Used</u>	<u>Type Destroyed</u>
1.	27/6/79	F-15A	663	Maj Moshe Melnik	Python 3	MiG-21
2.	27/6/79	F-15A	689	LtCol Eitan Ben-Eliahuh	M61A1	MiG-21
3.	27/6/79	F-15B	704	Maj Yoel Feldsho	AIM-7F	MiG-21
4.	27/6/79	F-15A	672	Maj Yoram Peled	AIM-9G	MiG-21
5.	24/9/79	F-15A	695	Maj Avner Naveh	Python 3	MiG-21
6.					M61A1	MiG-21
7.	24/9/79	F-15A	676	Capt Dedi Rosenthal	AIM-7F	MiG-21
8.	24/9/79	F-15A	692	Capt Relik Shafir	AIM-9G	MiG-21
9.	24/8/80	F-15A	696	Capt Ilan Margalit	AIM-7F	MiG-21
10.	31/12/80	F-15A	646	Capt Yair Rachmilevic	AIM-9G	MiG-21
	31/12/80	F-15A	695	Capt Yoav Stern	Python 3	0.5 MiG-21 (shared claim with F-4E)
11.	13/2/81	F-15A	672	LtCol Benyamin Zinker	AIM-7F	MiG-25
12.	29/7/81	F-15A	673	Capt Sha'ul Simon	AIM-7F	MiG-25
13.	07/6/82	F-15A	658	Maj Ofer Lapidot	Python 3	MiG-23
14.	08/6/82	F-15A	686	Capt Yoram Hofman	AIM-7F	MiG-21
15.	08/6/82	F-15D	957	Capt Sha'ul Schwartz/ Capt Reuven Solan	AIM-7F	MiG-21
16.	08/6/82	F-15C	818	Capt Sha'ul Simon	AIM-7F	0.5 MiG-23
	08/6/82	F-15C	832	Capt Dedi Rosenthal	AIM-7F	0.5 MiG-23
17.	09/6/82	F-15A	684	Capt Yoram Peled	Python 3	MiG-21
18.	09/6/82	F-15A	658	Capt Gil Rapaport	AIM-7F	MiG-23
19.	09/6/82	F-15C	646	Capt Avi Maor	Python 3	MiG-23
20.					M61A1	MiG-21
21.	09/6/82	F-15A	684	Capt Ronen Shapira	AIM-7F	MiG-23
22.		F-15A	686	Capt Ronen Shapira	Python 3	MiG-21
23.	09/6/82	F-15C	802	LtCol Moshe Melnik	AIM-7F	MiG-23
24.					Python 3	MiG-21
25.	09/6/82	F-15A	695	Capt Oran Hampel	AIM-7F	MiG-21
26.	10/6/82	F-15D	957	Maj Avner Naveh/ Capt Michael Cohen	AIM-7F	MiG-23
27.					Python 3	MiG-23
28.					Python 3	MiG-21
29.	10/6/82	F-15C	840	LtCol Benyamin Zinker	Python 3	MiG-23
30.	10/6/82	F-15C	848	Capt Ziv Nadivi	Python 3	SA.342L
31.	10/6/82	F-15C	828	Maj Gil Rapaport	Python 3	MiG-23
32/33.	10/6/82	F-15C	802	Capt No'am Canaani	Python 3	2 x MiG-23s
34.	10/6/82	F-15B	708	Capt Sha'ul Schwartz/ Capt Uzi Shapira	Python 3	MiG-21
35.	10/6/82	F-15C	848	Capt Yoram Hofman	M61A1	MiG-21
36.	10/6/82	F-15D	955	Maj Mickey Lev	Python 3	MiG-21
37.	10/6/82	F-15A	667	LtCol Yiftach Shadmi	Python 3	MiG-21

38.	10/6/82	F-15C	979	Maj Yoram Peled/ Maj Zvi Lipsitz	Python 3	MiG-21
39/40.	11/6/82	F-15A	678	Maj Yoram Peled	AIM-7F	2 x MiG-23s
41.	11/6/82	F-15A	646	Maj Ofer Lapidot	Python 3	MiG-21
42.	11/6/82	F-15C	840	LtCol Yiftach Shadmi	Python 3	MiG-21
43.	11/6/82	F-15B	704	Maj Sha'ul Simon/ Capt Amir Chodorov	Python 3	MiG-21
44/45.	24/6/82	F-15D	979	LtCol Yoel Feldsho/ Maj Zvi Lipsitz	Python 3	2 x MiG-23s
46.	31/8/82	F-15C	821	Capt Sha'ul Schwarz	0.5 MiG-25 (shared with I-Hawk SAM)	
47.	20/11/85	F-15C	840	LtCol Avner Naveh	Python 3	MiG-23
					Python 3	0.5 MiG-23
48.	20/11/85	F-15D	957	Capt Yuval Ben-Zur/ Maj Ofer Paz	Python 3	0.5 MiG-23

Notes

1. The total official victory tally credited by the IDF/AF to F-15 units is 50. Two MiG-21s were credited to 133 *Tayeset* on 6/9/82 when they dove into clouds trying to evade interception by attacking F-15s and impacted the Lebanese Mountains. Because it is unknown just which F-15s they were maneuvering against they were not credited to any individual pilot(s).

2. Because this list is printed in Schlomo Aloni's *Israeli F-15 Eagle Units in Combat* (Osprey, 2006, page 87) with IDF/AF

Censorship Bureau approval, it can be taken as the official Israeli aerial victory list for IDF/AF F-15 pilots. It should be noted that this list does not agree with that presented in Weiss and Koren's *McDonnell Douglas/Boeing F-15 Baz* (IsraDecal, 2006) in that it gives full credit to Yoav Stern for his destruction of a MiG-21 on 31/12/80 while this was actually shared with an F-4E, gives credit to Yoram Peled for destroying two MiG-21s on 09/6/82 when only one was credited.

Appendix Three

Table 2: IDF/AF F-15 Losses

<u>Date</u>	<u>Serial</u>	<u>F-15</u>	<u>Squadron</u>	<u>Cause</u>
XX/8/79	Unkn	A	133 SQN	Reportedly crashed after dual engine flameout due to ingestion of a flock of storks. Unconfirmed.
29/9/79	676	A	133 SQN	Crashed on landing in bad weather. Aircraft used in 1 kill. Pilot Maj Guy Golan was killed.
10/4/87	223	D	106 SQN	Crashed following a spin. Aircraft named "The Flying Tiger" and was lead in Operation Wooden Leg. Pilot Maj Yiftach Mor was killed but navigator Maj Ofer Paz ejected safely.
15/8/88	672	A	133 SQN	Crashed near the Dead Sea, after colliding with F-15A #684. Aircraft named "Tornado" and was used in 1 kill. Pilot Maj Ehud Falk was reportedly killed during ejection.
15/8/88	684	A	133 SQN	Crashed near the Dead Sea, after colliding with F-15A #672. Aircraft named "Vampire" and was used in 2 kills. Pilot LtCol Ram Koller, the 133 Sqn CO, was killed.
10/2/91	821	C	106 SQN	Cause of accident unknown. Aircraft named "Lammergeyer" and was used in 1 shared kill. Pilot Maj Israel Ornan ejected but was killed.
10/8/95	965	D	106 SQN	Bird strikes resulted in engine fires and structural damage, causing subsequent in-flight breakup. Aircraft named "The Fire Bird" and participated in Operation Wooden Leg. Both pilot Capt Ronen Lev and navigator Capt Yaron Vayonte ejected but were killed.
13/1/1997	137	B	106 SQN	Bird strikes resulted in spin. Crashed in Negrev Desert. Aircraft named "Yaron Ronen" after the crew killed in #965. Both pilots ejected safely.
1-3-1998	142	B	106 SQN	Hit ridge-top mast in cloud during descent for weapons delivery exercise. Aircraft named "Ray of Light". Both pilot Maj Uriel Kolton and navigator Capt Uri Manor were killed.

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Photo Captions

The cover photos for this article were generously provided by Nir Ben-Yosef, an Israeli aviation photographer who provided these photos for Dopug Dildy's and Steve Davies' recent book on the history of the McDonnell Douglas/Boeing F-15. The book is entitled *F-15 Eagle Engaged: The World's Most Successful Jet Fighter* (Oxford, UK: Osprey Publishing, 2007) and it includes a chapter specifically dedicated to the F-15 employed by three of the smaller air forces of the world: the IDF/AF, the Royal Saudi Air Force and the JASDF. For more of Nir Ben-Yosef's amazing aviation photograph, largely of IDF/AF and El Al Airlines subjects, visit his website at www.xnir.com. Nir's photos are used with the kind permission of Osprey Publishing Ltd.

Front Cover Photo:

F-15D #455 (USAF serial 80-0132) *Roach Pratzim* ("Storm Wind") is one of the most experienced Eagles in the Israeli inventory. It arrived in Israel on 25 August 1981 as part of the "Peace Fox II" program and was assigned to 133 *Tayeset* (as #955). During the Lebanon War the next year, it was used by Maj Mickey Lev to shoot down a MiG-21 on June 10th (see "Peace Fox, Part 2 in SAFO #121) and was afterwards (along with the other two-seat Eagles in the 133 Sqdn) was renumbered in the 4XX-series. On 1 October 1985 it scored a hit with a GBU-15 on the PLO HQ in Tunis during Operation *Regel Etz* "Wooden Leg" (see "Peace Fox, Part 3 in SAFO #122). Seen here it is taxiing out at Tel Nof AB with conformal fuel tanks, IAI/ELTA EL/L-8222 electronic warfare (EW) pod, two Python 3 IR missiles, a single AIM-120 AMRAAM and two AIM-7F Sparrow radar-guided missiles. On its tail it sports the "Baz AUP" (Baz Aircraft Upgrade Program) emblem, signifying it has been modified to the new standard of equipment fit. (Photo provided courtesy of Nir Ben-Yosef/www.xnir.com)

Back Cover/Page 108:

Top Photo: F-15A #654 (USAF serial 76-1505) "*Hurricane*" (*Horikan*) is one of the longest serving Eagles in the IDF/AF inventory. Arriving on February 2nd, 1978, as part of "Peace Fox I", it has seen continuous service for almost 30 years. Assigned to 133 *Tayeset* for its whole career, it is captured in a full afterburner takeoff at Tel Nof AB armed as #455 is seen on the cover. What is interesting is that mounted to the centerline station is apparently an early version of the Elbit Systems' Condor Long-Range Oblique Photography System photographic reconnaissance pod fashioned from a standard external fuel tank. (Photo provided courtesy of Nir Ben-Yosef/www.xnir.com)

Bottom Photo: F-15A #689 (USAF serial 76-1518) *Bumerang* ("Boomerang") has had an extremely eventful service life. Another of the "Peace Fox I" F-15As, it was used by 133 *Tayeset* Commander, LtCol Eitan Ben-Eliyahu, to shoot down a MiG-21 (with its M61A1 20mm cannon) during the very first victorious engagement over the Syrian AF. On 15 August 1998 it was severely damaged in a high speed landing accident following an engine failure on takeoff. Originally nicknamed "Lark" (*Efroni*), Baz 689 was rebuilt using the forward fuselage of AF74-0122, a "Peace Fox V" jet (Baz 332/"Atlas") acquired in October 1991. After taking two years to rebuild, it took to the air again and was subsequently renamed "Boomerang" because it came back flying. Baz 689 is seen here during an afterburner takeoff at Tel Nof AB; it carries a full A-model air-to-air load: an EL/L-8222 EW pod, two Python 3 IR missiles, single AIM-7F, a pair of AIM-120s and three "bags of gas" (610-gallon external fuel tanks). (Photo provided courtesy of Nir Ben-Yosef/www.xnir.com)

Photos on Page 107:

We are also fortunate to have contributing to this issue four photographs of IDF/AF F-15s taken by Ofer Zidon, a noted Israeli

aviation photographer and journalist. More of his spectacular and dramatic images may be viewed and purchased at <http://www.myaviationphotos.com>.

Photo A: Baz 663 during an afterburner takeoff. Nicknamed *Ha Madlik* ("The Lighter") this "Peace Fox I" F-15A was so named because it was the one used by Maj Moshe Melnik to obtain the very first aerial victory for an Israeli Baz (or an F-15 of any nationality for that matter), "lighting up" Syrian MiG-21 on June 27, 1979. While protecting other IDF/AF jets attacking PLO targets in Lebanon, #663 was one of four Bazs challenged by four Syrian AF MiG-21 Fishbeds. When the first barrage of three AIM-7Fs all failed to find their targets, the Israelis closed in to use shorter ranged weapons, Melnik destroying the first Fishbed with a Rafael Python 3 IR-guided missile (first kill ever by that weapon as well) followed by the other formation members destroying the remaining three MiGs. While Melnik went on to achieve another two victories in the Lebanon War, this was Baz 663's only "kill". Adorned with the "Baz AUP" upgrade logo on its tail, it has been assigned to 133 *Tayeset*, the "Double Tail" Squadron, for its entire career. (Photo provided courtesy of Ofer Zidon/www.myaviationphotos.com)

Photo B: Baz 957 on a full afterburner climbout. This "Peace Fox II" F-15D is probably the single most historic Eagle in the IDF/AF inventory. Not only was it used in four aerial victories against Syrian AF MiGs in Operation "Peace for Galilee"—resulting in its nickname of *Markiyah Shchakim* ("Sky Blazer")—but it also participated in the famous Operation "Wooden Leg", the long-ranged strike against the PLO HQ in Tunis on October 1, 1985. But #957 is perhaps best known for the fact that two and a half years earlier it had survived a midair collision with an IDF/AF A-4N during air combat tactics training and returned to land safely with only one wing! Seven weeks after the Tunis strike, Baz 957 capped off its career with pilot Yuval Ben-Dor sharing the final victory (to date) of Israeli Eagles over Syrian MiGs, by helping to bring down a MiG-23 Flogger with a Python 3 missile. It is seen here in its 106 *Tayeset*, "Spearhead" Squadron markings with the "Baz AUP" logo on the tail and its string of 4.5 "kill markings" on its nose. (Photo provided courtesy of Ofer Zidon/www.myaviationphotos.com)

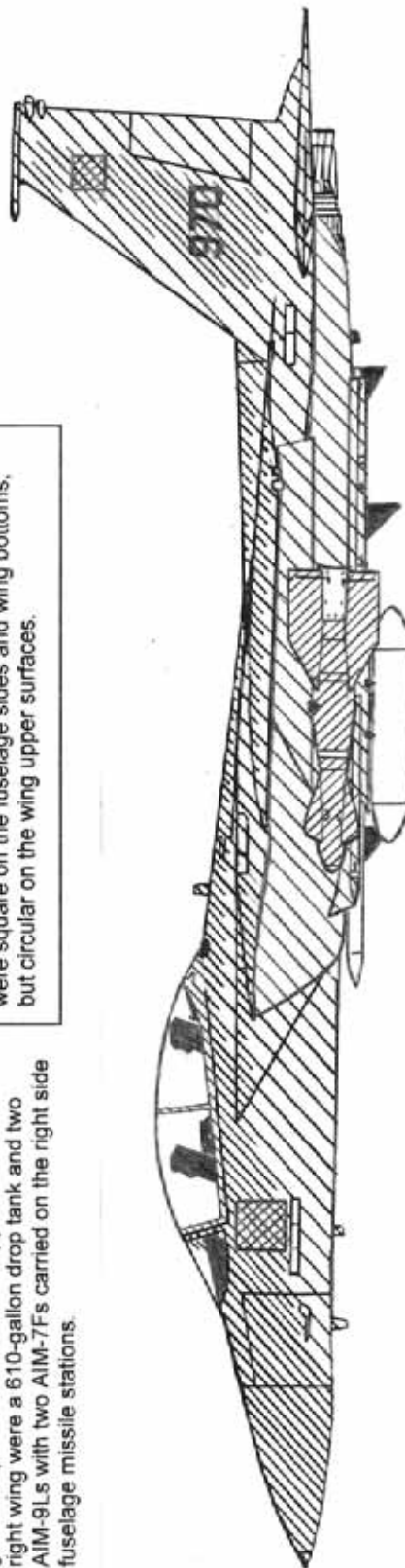
Photo C: Baz 109 landing at Tel Nof AB. One of the six "Peace Fox V" F-15Bs, *Halia Ha Kesef* ("The Silver Bolt" or "The Silver Bullet") arrived in November 1991 and was the first PF-V jet modified to IDF/AF standard. Originally assigned to 133 *Tayeset*, it was transferred to its sister squadron in 1998 following their loss of two two-seaters in training accidents. Baz 109 was returned to the Tel Nof Aircraft Maintenance Unit in 2004 for the "Baz AUP" upgrade, emerging as seen here with the characteristic logo on the tail. In this photo it appears to have an F-15E/I radome tipping the nose. Note the Sikorsky S-65/CH-53E *Yas'ur* ("Petrel") hiding in the background. (Photo provided courtesy of Ofer Zidon/www.myaviationphotos.com)

Photo D: Baz 450 on takeoff. Another of the PF-II F-15Ds, *Kerev Pipyot* ("Sharp Sword" or "Two-edged Sword") arrived in Israel on August 25, 1981, and was originally assigned to 133 *Tayeset* as #950. Four years later the "Double Tail" Squadron two-seaters were re-numbered in the 4XX range. Reportedly this was due to them being reconfigured to double as reconnaissance aircraft by removing the M61A1 20mm Gatling gun from the right wing root and replacing it with cameras peering out through panels that were previously used to inspect and arm the gun. Although not visible in this view but apparent in other photos, the cannon's muzzle port has been faired over, confirming this fact. Here Baz 450 roars off the runway mounting CFTs and carrying only an EL/L-8222 EW pod on the left forward AIM-7 launcher (Station 3) and a Rafael Python training missile on the inboard wing launcher rail (Station 2B). (Photo provided courtesy of Ofer Zidon/www.myaviationphotos.com)

IDF/AF McDonnell Douglas F-15D in Operation *Regel Etz* (“Wooden Leg”)

In 1980/82 the IDF/AF purchased eight improved two-seat McDonnell Douglas F-15Ds to join the two F-15Bs acquired in 1978. Two were assigned to the 133rd and the other six to 106th *Tayesets*. All were modified to deliver the Rockwell GBU-15 EO (tv) guided 2,000lb glide bomb. The bomb was carried beneath the left wing pylon with the white guidance pod on the centerline pylon. Under the right wing were a 610-gallon drop tank and two AIM-9Ls with two AIM-7Fs carried on the right side fuselage missile stations.

Masking IDF/AF and Unit Insignias: A water-based reddish-brown paint was used to obscure Israeli national insignias and unit emblems, and in some cases the aircraft nicknames, but not the serial numbers, kill markings, or unit markings on the inside surfaces of the vertical tails. The obscuration of the unit emblem was rectangular. The obscuration of the national insignias were square on the fuselage sides and wing bottoms, but circular on the wing upper surfaces.



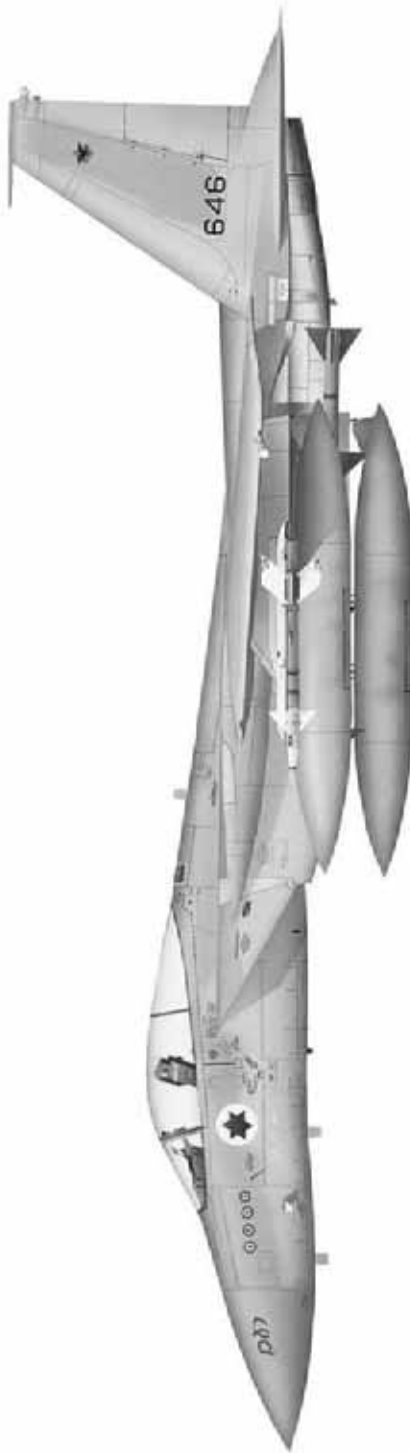
<u>Flight Member</u>	<u>Serial Number</u>	<u>Nickname:</u>	<u>Squadron</u>	<u>Armament</u>	<u>Mission Results</u>
Leader	223	Flying Tiger	106 Sqn	1 x GBU-15	Direct Hit
#2	280	Exploding Hand	106 Sqn	1 x GBU-15	Direct Hit
#3	450	Sharp Sword	106 Sqn	1 x GBU-15	Did Not Drop
#4	455	Storm Wind	133 Sqn	1 x GBU-15	Direct Hit
#5	970	Morning Star	133 Sqn	1 x GBU-15	Direct Hit
#6	957	Sky Blazer	106 Sqn	1 x GBU-15	Miss
#7	530	Arrow	133 Sqn	6 x Mk.82 LDGP	Hits
#8	840	Commando	133 Sqn	6 x Mk.82 LDGP	Hits

“Wooden Leg” Mission Marking:
Black GBU-15 profile hitting a cross (+) in the center of a red circle, similar to Syrian or Egyptian roundel.



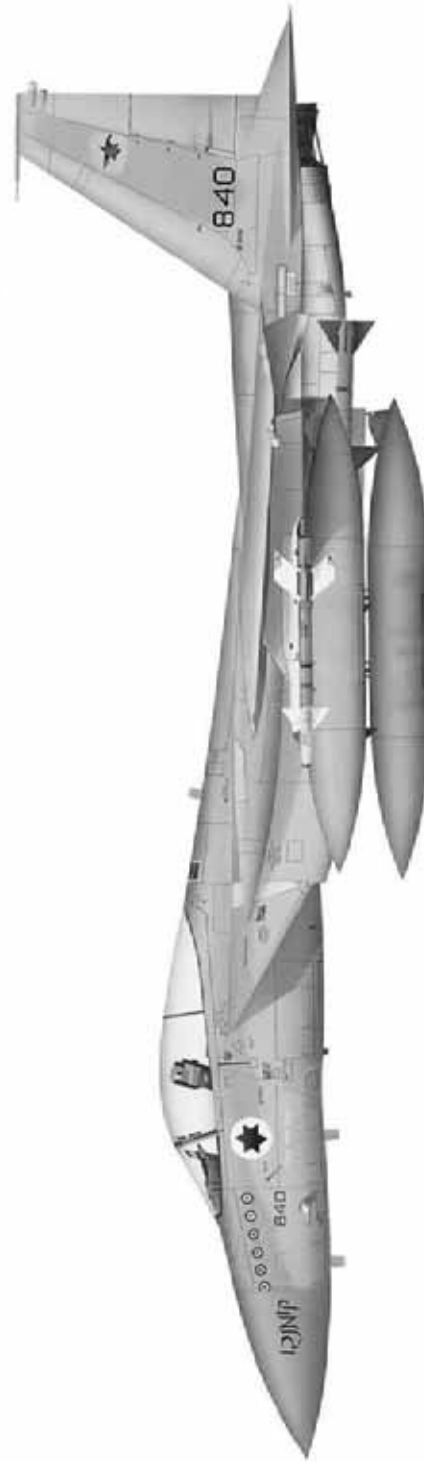
Profiles of Israeli Defense Forces/Air Force McDonnell Douglas F-15 Eagles

The IDF/AF F-15 Profiles below (along with 20 others) were drawn by Chris Davey and appear in *Schlomo Aloni's Israeli F-15 Eagle Units in Combat* (Osprey, 2006). They are generously provided by Osprey Publishing Limited to illustrate Doug Dildy's articles on the subject, the concluding part appearing in this issue.



Above: Baz 646 was a "Peace Fox I" pre-production F-15A (AF72-0120) delivered in December 1976. It was flown in four victorious engagements with SyAAF MiGs, twice using the Rafael Python 3 IR missile seen here beneath its wing. Nicknamed *Ra'am* ("Thunder"), it was assigned to 106 *Tayeset* its whole career and was finally retired in May 2004.

Below: One of the most famous and oft photographed Israeli F-15s, Akev 840 *Kommando* ("Commando") was once adorned, as seen here, with six Syrian roundel "kill markings". Reassessment by the IDF/AF Historical Branch reduced the tally to 3.5, two of which were the IDF/AF's "last kills to date" when 133 *Tayeset* commander, LtCol Avner Naveh used it to shoot down two MiG-23s. It was also one of two F-15Cs used on Operation "Wooden Leg" in 1985.

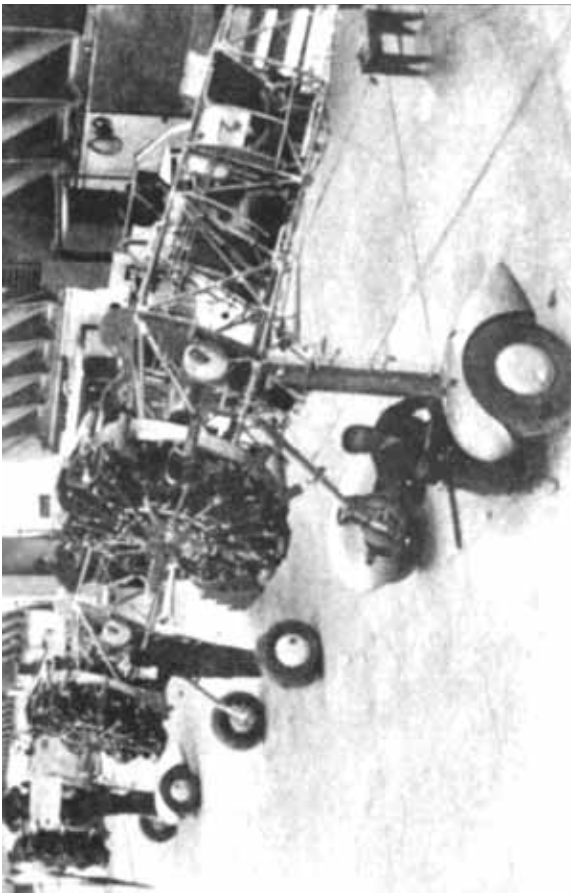




Above: Akev 455 was one of six two-seat F-15Ds purchased in 1980 ("Peace Fox II") and modified to deliver the Rockwell GBU-15 EO (TV) guided 2,000lb glide bomb. Here "Storm Wind" (*Roach Pratzim*) is depicted as it was flown on Operation "Wooden Leg", with the exception that the brown mask over the national emblem was square instead of round. The "kill mark" represents its 10 June 1982 victory (as "955") over a MiG-21, shot down by Major Mickey Lev.

Below: F-15A Baz 695 was used by Major Avner Naveh to shoot down two SyAAF MiG-21 Fishbeds on September 24, 1979 and later it was victorious in two more engagements. Consequently it was nicknamed *Ha Kochav* ("The Star"). When displayed at Tel Nof AB in July 1989, for security reasons the squadron emblem on the tail was concealed with a stylized eagle head used on all the "display jets" during that period.





4



3



2



1

HAWKS OVER TURKEY

Alex Crawford

The first foreign customer for the Hawk II was Turkey. They ordered 19 Hawk IIs, which were the export version of the Curtiss F11C-2 and known as the Turkey Hawk, which were delivered on 30 August 1932. The aircraft were fitted with a flush fitting fuel tank under the fuselage, which could be jettisoned. Along with this purchase was a license to build further aircraft in Turkey. These license built aircraft were built at the *Kayseri Tayyare Fabrikasi (KTF) TOMTAS* factory. A first order was placed for 24 Hawks, c/n's 1501-1524, which were delivered in April 1935. These aircraft were powered by a Wright Cyclone R-1820F, generating 640hp, fitted in a narrow chord cowl and a Hamilton Standard three blade variable pitch propeller. Due to a lack of the three blade propellers some were fitted with two blade fixed pitch Curtiss propellers. Tailskids were originally fitted but these were soon replaced by tail wheels.

A second order was placed for seven aircraft, c/n's 1525-1531, which was followed by a third order for fifteen Hawks, c/n's 1532-1546. The aircraft of the third order were fitted with a more powerful R-1820F3 engine, 700hp, which required a wider cowl. Lightweight bomb racks were also fitted under both wings.

During the construction of the Hawks by KTF problems arose with the machine gun synchronization gear. In an attempt to overcome this problem a number of aircraft were fitted with machine guns attached to the inside of the wheel spats. Once the problem with the synchronizations gear was rectified these guns were removed.

The first batch of Hawks served with the newly formed 53. and 54. Fighter Companies based at Gaziemir airfield near Izmir. By the time of the Second World War the remaining Hawks were with the 54. Fighter Company, 4. Fighter Regiment, 11. Battalion based at Kutahya. By 1942 the Hawks were being replaced by another Curtiss,

the Tomahawk IIB, and were soon relegated to advanced fighter trainers until retired from service in 1945.

Colours and markings

The first of the Hawks were delivered in overall aluminium with National markings above and below the wings. The rudder was red with the white crescent. The last two digits of the construction numbers were used as fuselage serial numbers, which were placed on the fuselage in black. On aircraft 1501-1509 just the last digit was used. The construction number was placed on the fin in small black characters.

At a later date the Hawks were painted either dark brown or a dark green overall. National markings and serials were as before, although the large fuselage serials may have been red.

Alex Crawford (SAFCH #1619), 13 Holly Bank, Methil, Fife KY8 2AU, Scotland.

Captions for photos on page 92. (All photos from the from the author via the Turkish Air Force.)

1. Hawk II c/n 1502. This was the second Hawk built by the TOMTAS factory.

2. Hawk II from the third home built batch with the wider cowl for the more powerful Wright Cyclone R-1820F3 engine.

3. Hawk II with the wheel mounted machine guns. This aircraft also has the under-wing bomb racks and landing lights fitted.

4. The first batch of Hawks under construction at TOMTAS. Here an engineer is fitting one of the machine guns to the inside of the port undercarriage wheel spat.

The Bf 110 in Spain

Hal Ahrens

Soon after the last of four Bf 110A-0 pre-production aircraft were completed in April 1938, it was apparently decided to test the type under combat conditions in Spain. During the interim, these aircraft were tested by the RLM as V4, D-AISY, w/n 910; V5, DAAHI, w/n 911; V6, w/n unknown; and V-7, w/n 917.

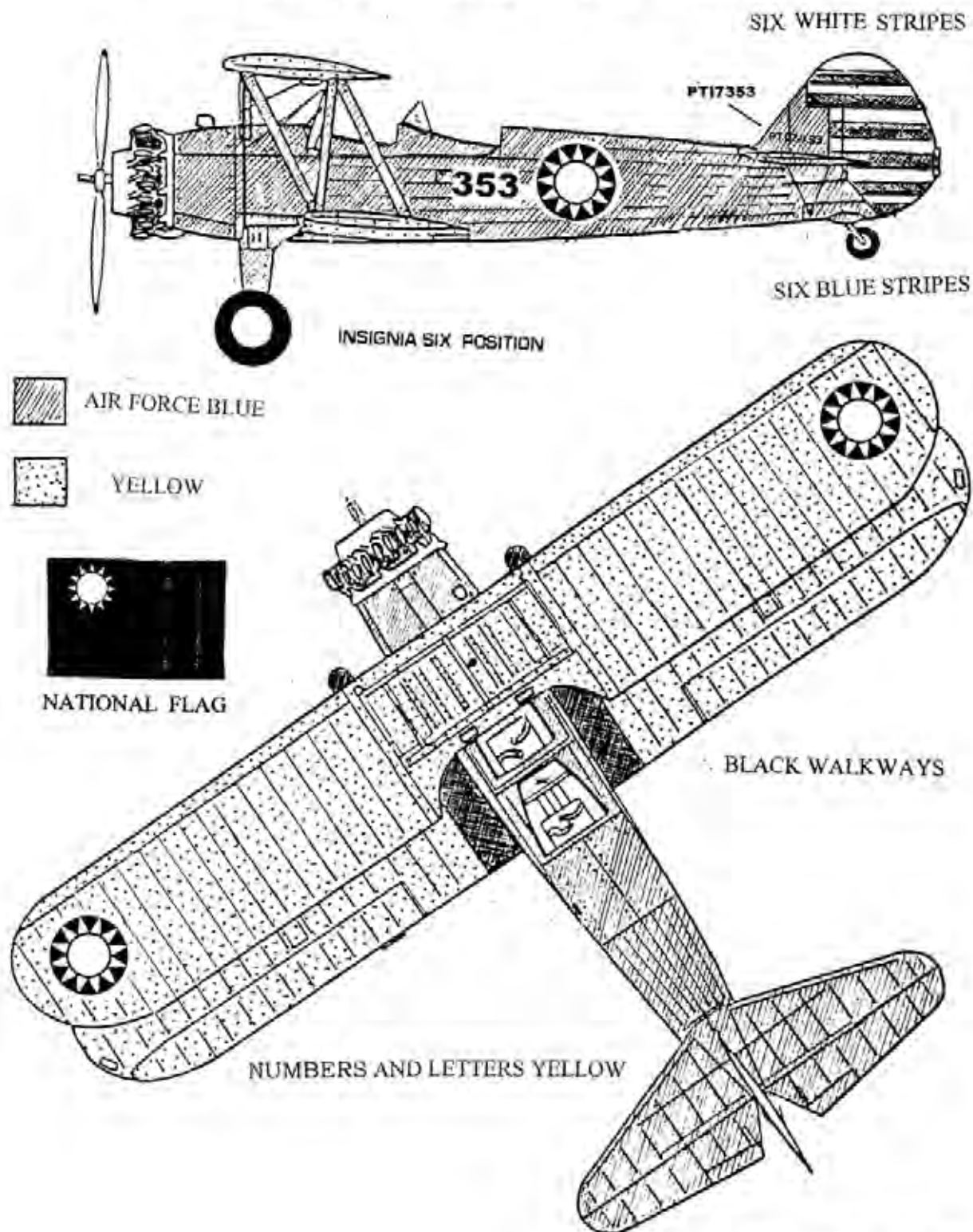
Whether these aircraft were actually sent to Spain is unknown, but it was reported that they were. However, it

was also reported that they arrived after the Spanish Civil War had ended. This would indicate that they did not arrive in Spain until after 1 April 1939. Perhaps one of our readers has more information.

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Stearman PT-17

CHIANG-KAI-SHEK AIR FORCE



CAP JORGE DELGADO
(SAFCH # 862)

Royal Yugoslav Air Force Potez XV

Daniel Frka

[Ed: This article first appeared in Bulletin of the (Yugoslav Special Interest Group) YASIG #1-4 2000 and is reprinted here with the kind permission of the editor Nenad Miklusev.]

The little-known Potez XV was the predecessor of the Potez 25 light bomber that was used in large numbers by the RYAF. Designed by Louis Corrolier, the Potez XV was first presented at the 1921 Paris Aeronautical Salon. Powered by either a Lorraine 12D 370 hp or a Renault 12FE 300 hp engine, the plane was produced in large numbers. It was sold to Denmark (8), Spain (12), Romania (120), Bulgaria (30) where it is modified and known as Potez 18, and licence-built in Poland (135).

At least 20 were sold to Yugoslavia in 1926. Serialized 524-544 (sic), these planes were in use up to WWII. The Yugoslav Potez XV's were powered by Lorraine Dietrich 12DB of 400 hp and two sets of propellers were available: one for speed and one for high altitude performance.

During 1929-30, the RYAF Potez XV's served at Mostar under Captain Jerolim Novak. Some were used by other squadrons, such as #536 and #538 with the 1st Squadron at Novi Sad and #531 at Zemun (1931). During 1933-35, the RYAF Potez XV's were overhauled by the Ikarus factory at Zemun. The war fate of the XV's is unknown, most were destroyed but some were captured.

Technical Specifications: The Potez XV is a biplane, two-seater of mixed wood/metal construction. Wingspan 12.68 m; length

8.72 m; and height 3.50 m; wing area; 44.5 m². Top speed 190 km/h; ceiling 6200 m; climb to 2000 m 9 min 30 sec.

Armament: One Darne fixed machine gun in the forward fuselage and two flexible ones in the open turret. The bomber version had four Michelin #4 bomb racks and could carry a total of 160 kg of bombs (ten 16 kg bombs). The reconnaissance version carried a fuselage-mounted vertical camera.

1. Potez XV #523, white '41'. Mostar 1928. Overall green (standard RYAF/Army AF FS 34127). The small '523' on the fuselage is red. '41' is white outlined in red. Black propeller. White '3' on the vertical tail.

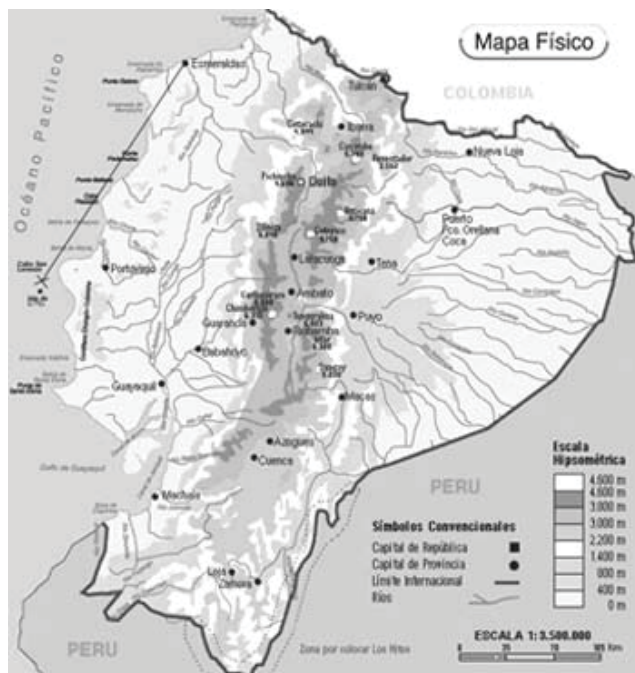
1. Potez XV soon after delivery in temporary markings. Dark green with aluminum engine cowling. Light grey wing struts. Blue/white/red flag on rudder and fuselage. 'Lever Ice' and 'No032' are black. White outlined tires.

2. Potez XV #530 is a color scheme similar to '032'. Engine cowling is still unpainted. Wing markings are applied.

3. Potez '532', white '41', Mostar 1928. Overall green scheme. '530' is blue on the left side of the fuselage and red on the right side. A camera or bomb sight is mounted on the side of the fuselage.

4. Potez XV details. Machine guns are Lewis (top) and Darne (bottom).

Appendix to the article on page 79.

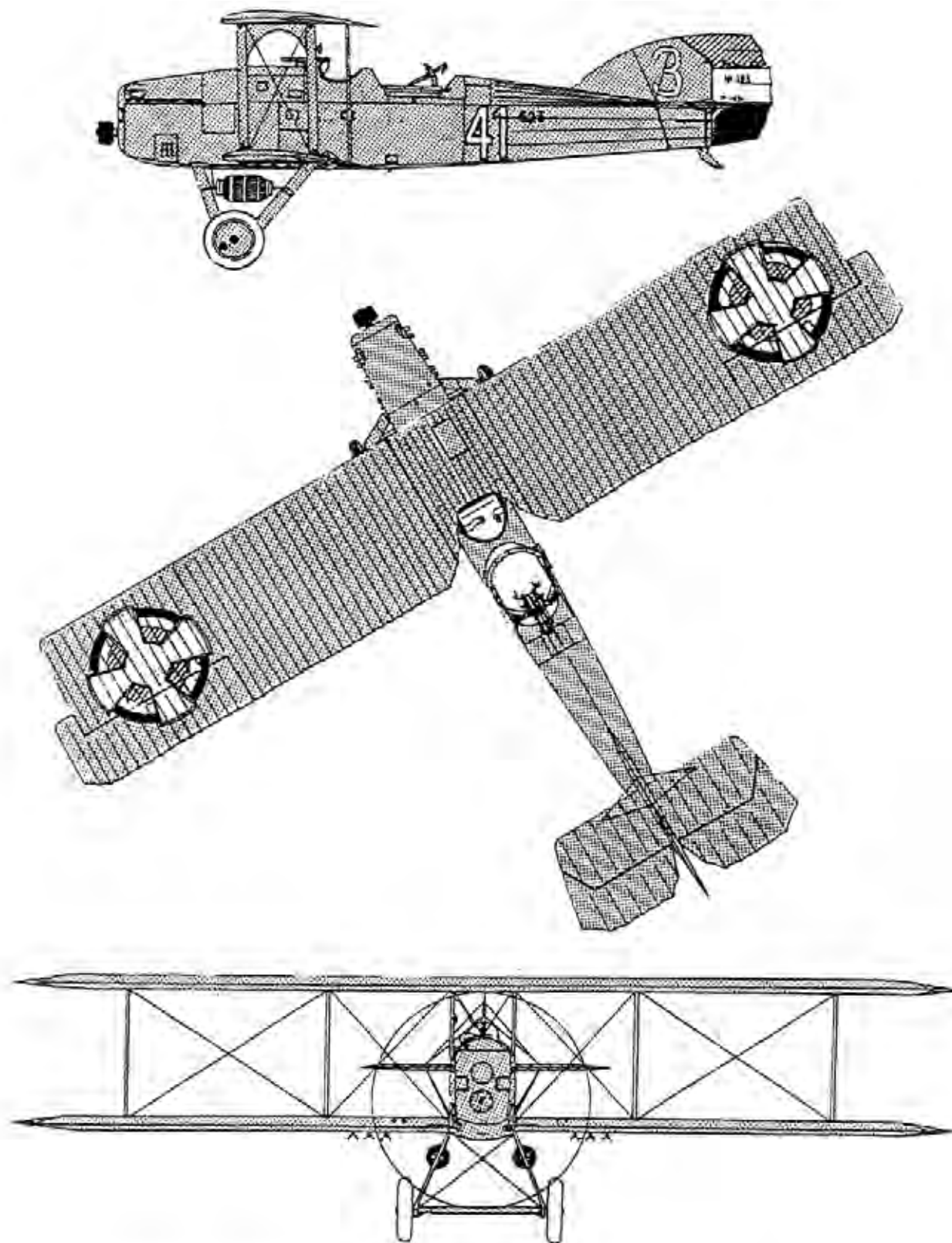


Map of Ecuador showing the route of O-47A 37-287 from Esmeraldas to a position off the coast of Manabi where the aircraft crashed into the ocean.



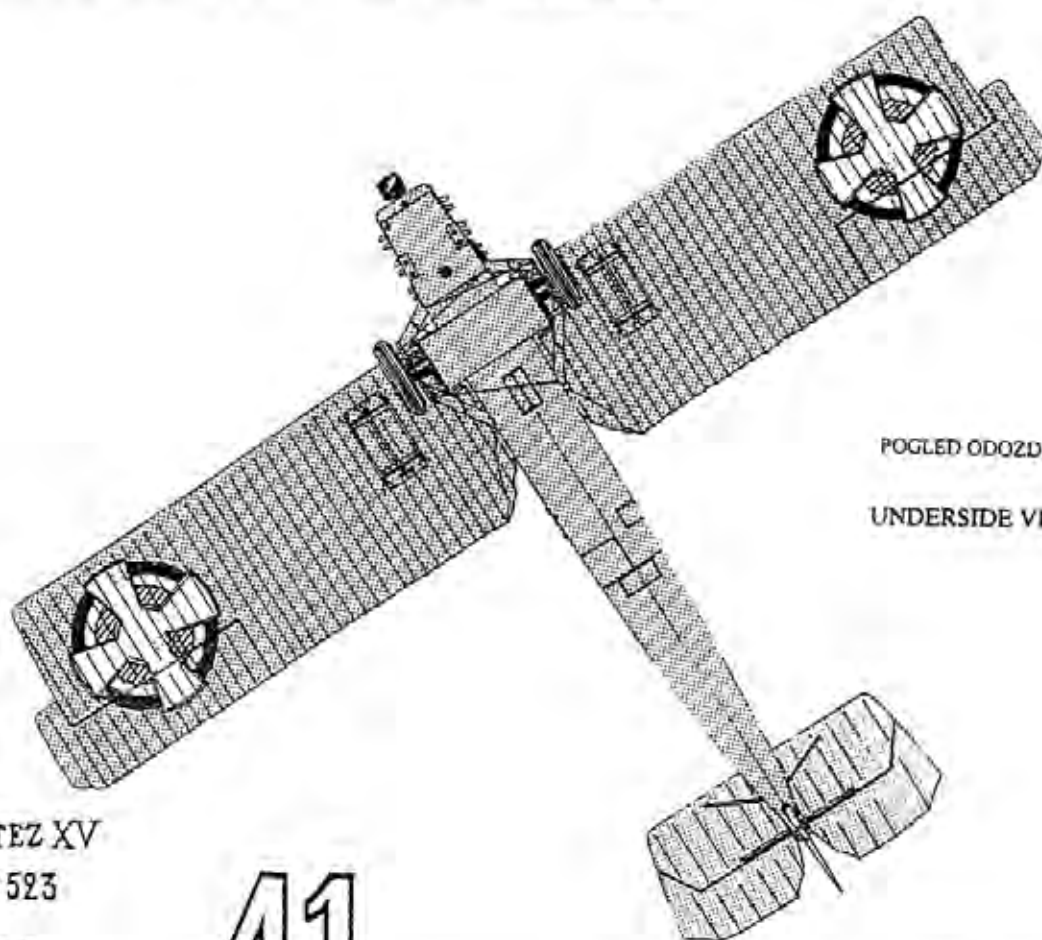
[Dan Hagedorn's comments about this newspaper photo purporting to show the arrival of USN aircraft over the city of Guayaquil in 1935.]

"This is a very strange image, and my first impulse is that it is a fake. The USN's VP-5F at Coco Solo NAS in the Canal Zone did have P2Y-1s by mid-1933, and with an 1,180 mile range, they could probably have reached Guayaquil in unit strength without too much trouble. However, the aircraft in the background pose a problem. Nothing else the Navy had there at the time had that sort of legs, and they are, in any event, so indistinct to be identifiable.



Potez 15 br. 523, bijeli "41", Mostar 1928 g. Cijeli avion je zelene boje – standardna boja kojom su vremenom prebojani svi avioni u Vazduhoplovstvu Vojske (VV). Nijansa po FS jw 34127. Mali broj 523 je crven kao i rub na broju "41". Broj 3 na repu bijele boje bez ruba. Propeler je crne boje. Avion je varijante B2 (?)

POTEZ XV, B2 type?, No.523,white "41", Mostar 1928. Overall Green colour, standard for RYAF-Army AF. FS 3412; Small No 523 was red . No 41 was white , outlined by red. Black prop. White number 3 on the vertical tail. 1/72 scale drawings by Daniel Erka



POGLED ODOZDO

UNDERSIDE VIEW

POTEZ XV
Nº 523

TV 1870
TC 1440
TK 255
TG 175

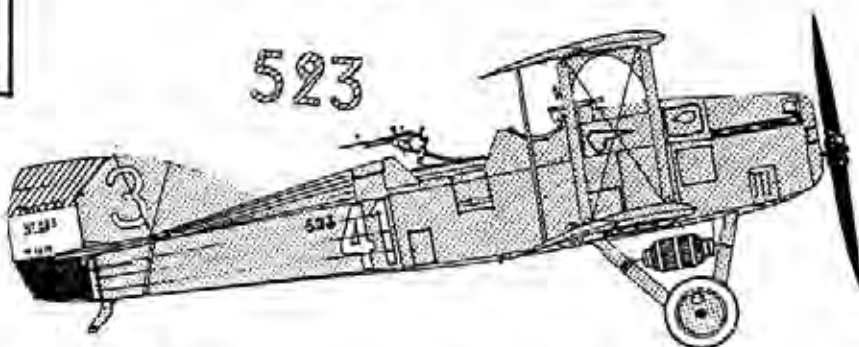
41

523

Pilot and observer position details



Pogled na mjesto pilota i strijelca (detali) mitraljeza bit će prikazani u idućem broju biltena)



Tail inscription

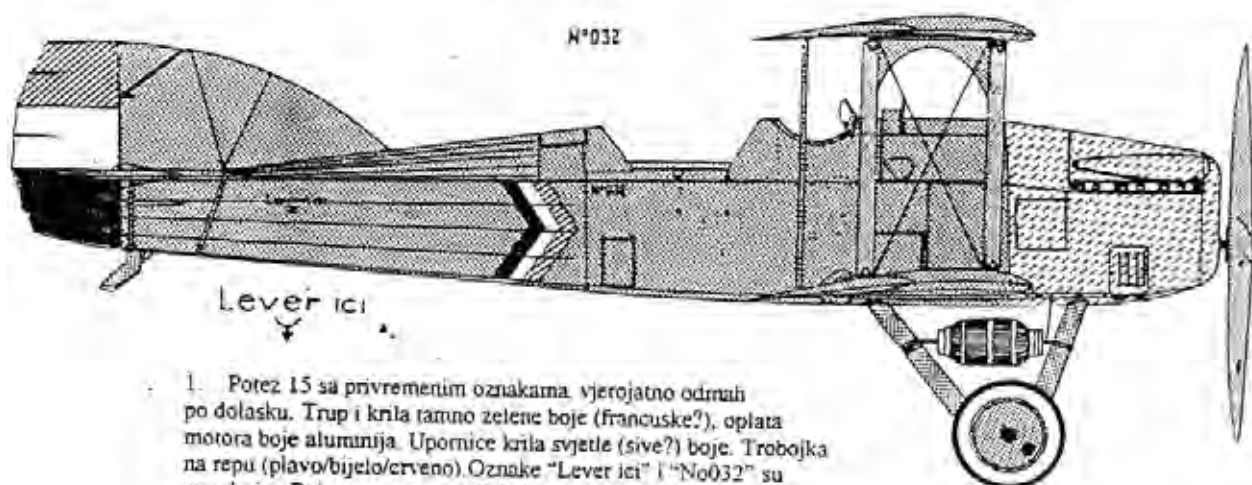
Napisi na repu (originalno pisani na ćirilici):

TU - težina ukupna
TS - težina sopstvena
TK - težina korisna
TG - težina goriva

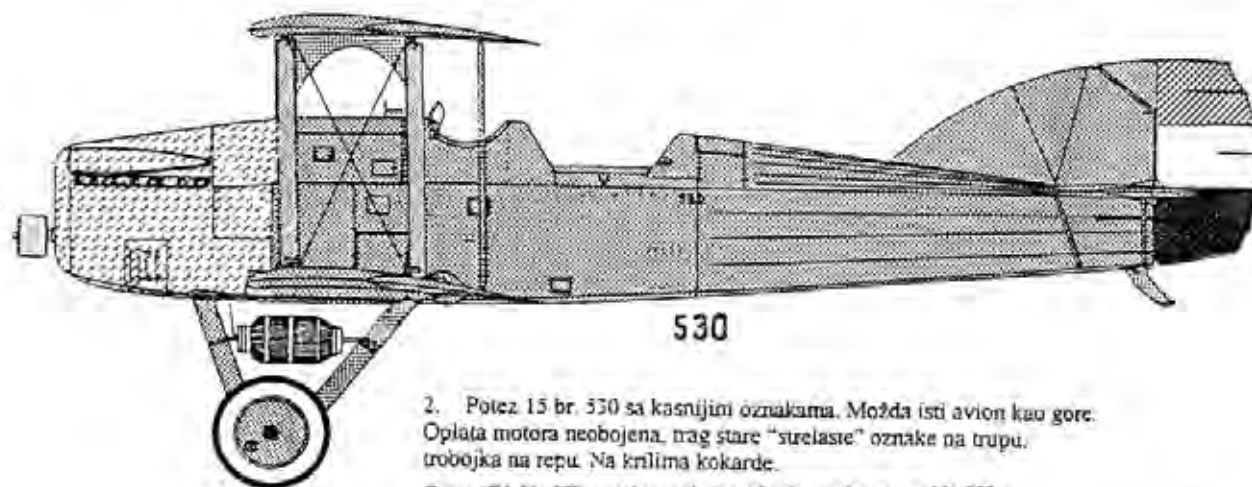
Obično je težina goriva još imala simon slovima
podjelu na :

BENZINA ... KG
ZEJTINAKG

ali na Potezima 15 to još nije viđeno. (zejtin = ulje)



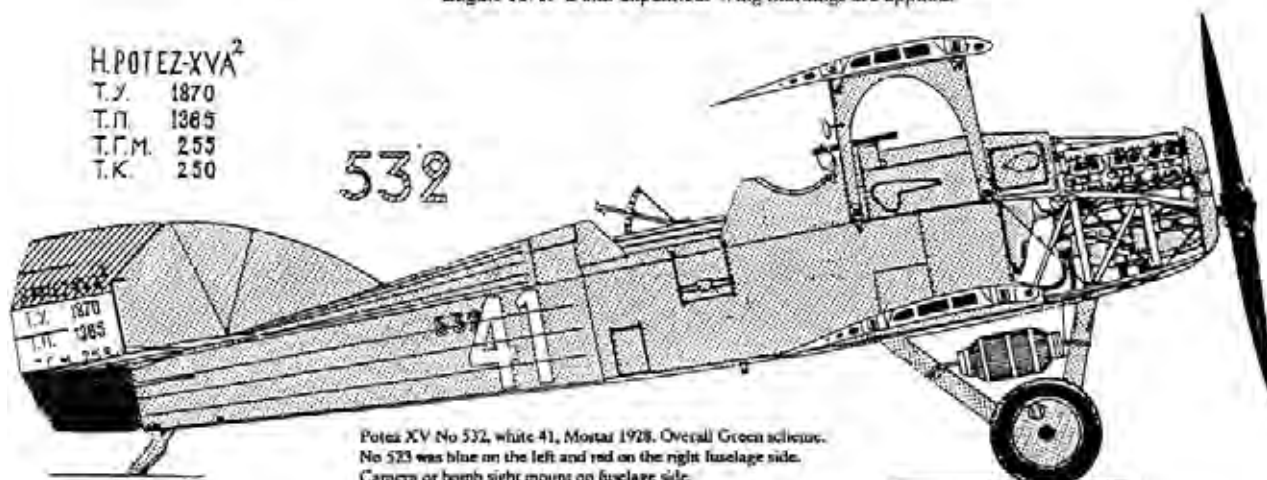
1. Potez 15 sa privremenim oznakama, vjerojatno odmah po dolasku. Trup i krila tamno zelene boje (francuske?), oplata motora boje aluminija. Upornice krila svjetle (sive?) boje. Trobojka na repu (plavo/bijelo/crveno). Oznake "Lever ici" i "No 032" su crne boje. Pojas na gumama bijele boje, kao kod bicikla.



2. Potez 15 br. 530 sa kasnijim oznakama. Možda isti avion kao gore. Oplata motora neobojena, trag stare "surelasie" oznake na trupu, trobojka na repu. Na krilima kokarde.

Potez XV, No. 530, another variation of colour scheme, as No 032. Engine cover is still unpainted. Wing markings are applied.

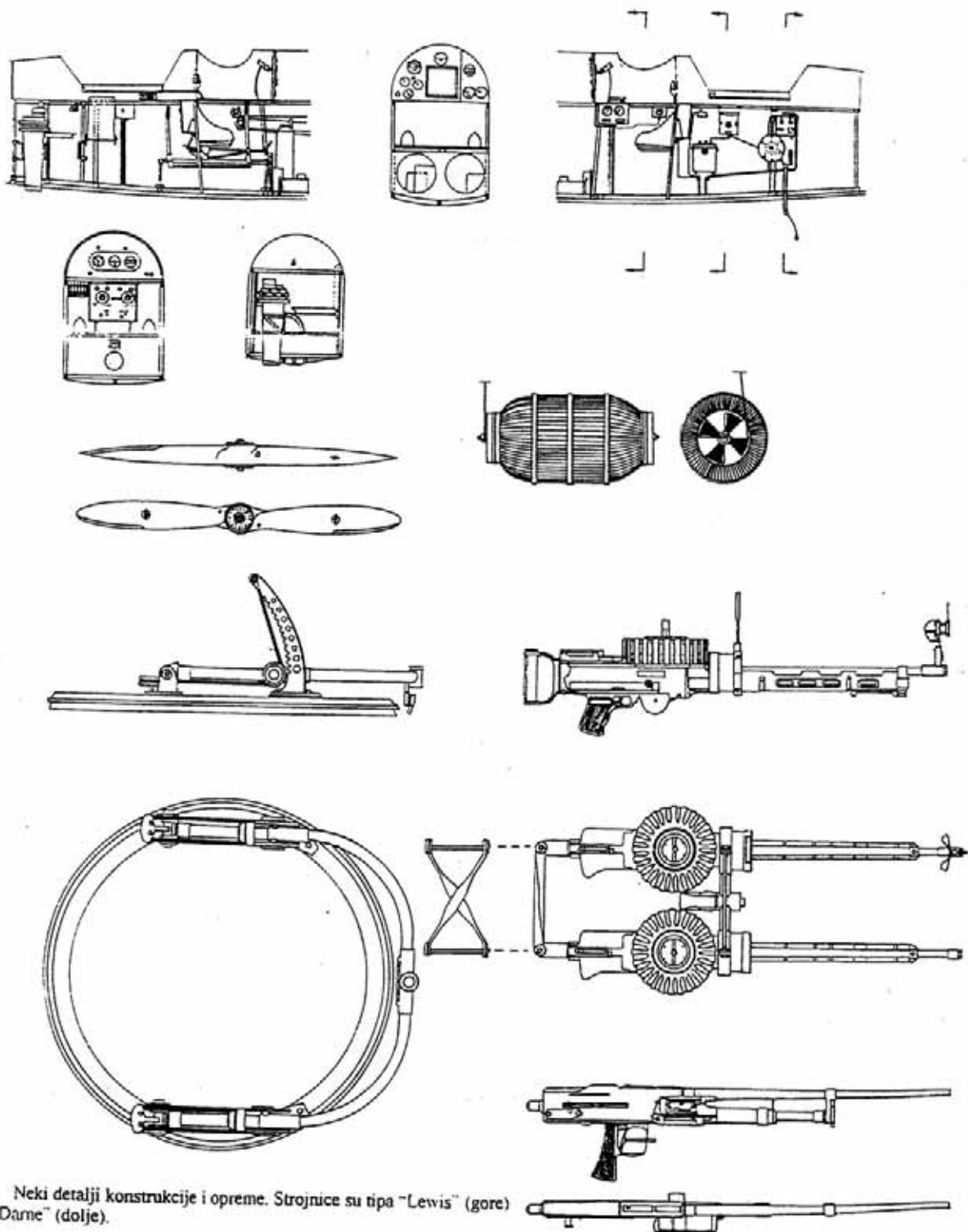
H.POTEZ-XVA²
T.V. 1870
T.N. 1365
T.F.M. 253
T.K. 250



Potez XV No 532, white 41, Mostar 1928. Overall Green scheme. No 523 was blue on the left and red on the right fuselage side. Camera or bomb sight mounts on fuselage side.

3. Potez 15 br. 532, bijeli "41". Mostar 1928. g. Cijeli avion zelene boje, broj 532 plave boje na lijevoj, a crvene na desnoj strani trupa. Broj "41" bijele boje, bez ruba. Na trupu pod kabinom izviđača je postolje za kameru ili nišanski spravu, Varijanta A2.

POTEZ 15 - detalji



7. Neki detalji konstrukcije i opreme. Strojnice su tipa "Lewis" (gore) i "Darné" (dolje).

Potez XV details, Machine guns are Lewis(top) and Darné (below).



Avia BH-33 in Czechoslovakia, Poland, Belgium, Yugoslavia, Greece, Spain, Japan and China; by Jiří Vraný. Jakab #3. 80 A-4 size pages (8 in full color); 23 color side-views; 161 b/w photos; 1/72 scale plans, Czech/English text. Softbound. (2006) Published by Jiri Jakab, Nevojice 144, 685 01 Bucovice, Czech Republic. E-mail: jakab@razdva.cz. Czech/English text. ISBN 80-903637-3-3.

"The type BH-33 reputation was not good. This contradicted the fact that despite austerity measures during the Great Depression, its production arrived at about two hundred aircraft, serving in three countries and in Air Force use of eight states and two puppet entities, as from the end of 1920s till the close of World War II, though sometimes only as individual type specimens." With these words, the author begins his book on this little-known between-the-wars biplane.

First a word about the confusing designations of the Avia aircraft designed by Pavel Beneš and Miloslav Hajn: "In the era of Beneš and Hajn, the Avia factory designation of planes was BH, whereas the Army gave them B code, according to the family Bondy, a name of that time firms owner Miloš Brndý. This system remained in use after the Skloda Works took over the Avia in 1926."

Adding to the confusion is the number of different types that carried the BH-33 designation. The first was the B-33, a wooden aircraft with slab sides and a radial engine. The license-built Polish PWS-A was similar to the B-33. This was followed by the BH-33H with a metal frame, rounded sides, and a radial engine. This type was license built in Yugoslavia. Finally, the Ba-33 was similar to the BH-33E, but with a water-cooled engine.

A brief summary of BH-33 service use follows. Czechoslovakia: A few B-33 were used, but the Ba-33 saw extensive service. Slovakia: Three were used after the breakup on the CS Republic. Poland: The PWS A saw extensive service until replaced by the P-7. Yugoslavia: A large number of BH-33E, both Avia and license-built versions were used. Two attempted to intercept Luftwaffe Bf 109s but were shot down. Greece: Several ex-Yugoslav BH-33E served as trainer. China: One Ba-33 sent to China was taken over by the Japanese and used in combat. Soviet Union: One BH-33 was test but found inferior to the I-5. Belgium: BH-33 and BH-33E were tested but not adopted. Belgium did use a number of the similarly appearing BH-21. Spain: One ex-Belgium BH-33E

was sent to Spain. Croatia: Seven ex-Yugoslav BH-33E were used against Tito's partisans. So, the BH-33 can be added to the list of biplanes that saw combat in WWII.

The history of the Avia BH-33 has much that is of interest for the enthusiast of the small air forces. What about the book? The book is very well produced with parallel Czech/English text on 80 high-quality glossy pages, 161 well-reproduced photos, three excellent 1/72 scale drawings, and 6 pages of beautiful color drawings

A breakdown of the chapters follows. (1) "Origins, Development and Production". 16 pages, 35 photos. (2) "The Air Race through Countries of Little Entente and Poland" 4 pages, 7 photos. (3) "Service in Czechoslovakia" 6 pages, 18 photos. (4) "Export, Licence Production and Re-export" 3 pages, 7 photos (1 Belgian, 2 Polish, 4 Yugoslav). (4a) "Licence Production and Service in Poland" 6 pages, 16 photos. (4b) "Licence Production and Service in Yugoslavia" 3 page, 7 photos. (4c) "Greece" <1 page, 1 photo.. (4d) Belgium and Spain" <1 page, 4 photos. (4e) "Soviet Union" <1 page, 1 photo. (4f) "China and Japan" <1 page, 2 photos. (4g) "The So-called Independent Croatian State" 2 page, 3 photos. (5) "Painting and Designations" 11 pages, 34 photos (23 CS, 4 Yugoslav, 3 Polish, 1 Belgium, 3 Croatian). (6) "Technical Characteristics" 10 pages, 21 photos.

The excellent 1/72-scale 5-view drawings are: BH-33/PWS A, BH-33E, and Ba-33. Color 4-view drawings: Polish RWS A; Yugoslav BH-33E; and Czechoslovak Ba-33. Color side-view drawings: CS B-33 (2), Belgian BH-33 (1), Polish PWS A (4), Greek BH-33E (1), Croatian BH-33E (2), Yugoslav BH-33E (1), CS Ba-33 (5).

As you have probably guessed by now, I've fallen in love with this aircraft and with this book. I can hardly wait for 1/72-scale kits for the Polish PWS A, BH-33E, and the Ba-33 so I can finish them in Polish, Yugoslav, and Czechoslovak markings.

This book is highly recommended to everyone you believes that, if it doesn't have two wings, it is not an aircraft. Others who just admire a well-executed book will enjoy adding it to their library. [Ed: I'll order more of these books for sale through the SAFCH Sales Service. Let me know if you would like one.]

Review copy provided by Jiří Jakab of Jakab Publishing.



Hawker Fury & Nimrod, by Alex Crawford.

Mushroom Model Publications #8105. 168 pages (165 mm by 230 mm). Softbound. ISBN 83-89450-41-0. Mushroom Model Publications, 36 Ver Road, Redbourn, AL3 7PE, UK. E-mail: rogerw@mmpbooks.biz. Website: www.mmpbooks.biz.

If you're familiar with the excellent books published by Mushroom Model Publication in general, or with Alex Crawford's contributions to this series (*Gloster Gladiator* #6116 and *Bristol Bulldog & Gloster Gauntlet* #6104) you won't need much persuasion to order this book.

The Fury and Nimrod are among the most beautiful biplane fighters to enter squadron service. And, this book gives both types their due with an informative text, well-reproduced photos (both b&w archival photos and color photos of museum exhibits), superb multi-view scale drawings, and colorful profile drawings.

The first section of the book covers the development of the Fury and it service with the RAF (26 pages, 26 photos, and 2 multi-view scale drawings). The service use is covered thoroughly. I was surprised by the number of aircraft lost in mid-air collision during training. Apparently, these exercises were very realistic.

This section is followed by sections on the foreign use of the Fury: Norway: 3 pages including 2 photos and a multi-view scale drawing. Persia/Iran: 5 pages including 3 photos and 2 multi-view scale drawings. Portugal: one page including 2 photos. South Africa: 3 pages including one photos. Spain: 4 pages including one photo and a multi-view scale drawing. Yugoslavia: 8 pages including 6 photos and a multi-view scale drawing.

The section on the Nimrod starts with the development and use by the FAA (23 pages, 22 photos, and 3 multi-view scale drawings).

The use of the Nimrod by Denmark receives extensive coverage with 16 pages including 24 photos, a multi-view scale drawing, and 3 tables detailing the history of the individual aircraft. A single page covers the Nimrod sent to Japan and Portugal.

Appendices list Fury and Nimrod production and Fury victory claims [Spanish (1), South African 7), & Yugoslav (5)].

The section on museum aircraft consists of 42 pages with 120 photos (all but a handful in color).

Scale multi-view 1/72-scale drawings: Fury Mk.I, Fury Mk.II, Norwegian Fury, Persian Fury with Bristol Mercury engine, Persian Fury with Pratt & Whitney Hornet engine, Spanish Fury, Yugoslav Fury, Nimrod Mk.I, Nimrod Mk.I on floats, Nimrod Mk.II, and Danish Nimrod. A folded insert has 1/48-scale multi-view drawings of the Fury Mk.I and Nimrod Mk.II.

Notes for the modeler: 1/72-scale kits for the Spanish and Yugoslav Fury are available from A-Models. If you're planning to modify Matchbox's 1/72 Fury Mk.I kit to another version, be forewarned that you'll have to break the spine of the book to make an Xerox copy of the desired plans. The conversion to a Danish Nimrod is harder that it appears at first glance since the lower wing will have to be reduced in chord and the wing ribs re-scribed after the wings are swept back. [Ed: If any readers have successfully converted a kit of the Fury into a Danish Nimrod, I'd be eager to hear from them.]

Color drawings: The 32 pages of color drawings are a feast for the eyes. Most drawings are

a port-side view accompanied by a view of the top wing showing the colorful markings of RAF and FAA unit and the national markings of foreign aircraft. Camouflaged aircraft are usually depicted by port, starboard, and plan views. The selection of drawings are: RAF Furies: 23 side views plus aircraft 3 views of one Fury in Flight Training colors and one in Munich Crises camouflage. Norway: One side view with top surface of wing. Persia: A side view of a Hornet-engine version and 2 side views of Mercury-engine versions. Spain (Republican and Nationalist): 4 side-views and one 3-view. Yugoslavia: 2 side views and one 3 view. Portugal: one side-view. Nimrod: FAA: 17 side views. Japan: one side view. Denmark: 2 side views and one 4 view.

This seems to be an awful lot to stuff into one book, but Mushroom Publications does a marvelous job keeping every thing clear and understandable. This book is a terrific value for the money and is recommended to all enthusiasts of the small air forces. And while you're at it, order Alex's books on the Bulldog and Gladiator; they are equally as good. Mushroom Model Publications books can be ordered directly from the publisher or from most aviation book dealers. Squadron Mail Order has these with prices ranging around \$20 each.



Gloster Meteor FMk.4, by Jorge F. Núñez Padín. Serie Fuerza Aérea #12. 54 pages (190 mm by 270 mm) landscape format Softcover. (2007) E-mail: jfnpadin@yahoo.com. Website: www.fuerzasnavales.com.

In 1947 Argentine Fuerza Aérea ordered 100 Gloster Meteors from England. These were to be the first military jets in South America. The first 50 were ex-RAF and the last 50 were newly built by Gloster. In SAFCH member Jorge's latest publication in his Fuerza Aérea series, there is a table listing the dates and number of the first military jets acquired by each South American country. After Argentina's order for 100 Meteors in 1947 the next was Venezuela with 24 Vampires ordered in 1952. The last was Paraguay who ordered 9 EMB-326GB Xavantes in 1980.

The text, entirely in Spanish, follows the usual Serie Fuerza Aérea format: Chapters: (1) "Historia" 20 pages, 45 photos. (2) "Técnica" 5 pages, 8 photos. (3) "Historias Individuales" 14 pages, 20 photos. (4) "Los losters y Yo", 2 pages 4 photos. "Apendice I" (one page, one photos) lists the units employing the Meteor by date, the commanding office, and number of aircraft in service. "Apendice II" (2 pages) lists significant events in the history of the Argentine Meteors.

As always, the reproduction of the photos and quality of the color drawing is outstanding. This Kodak-quality is made possible by the use of a high-quality glossy paper. There are 13 color and 80 b&w photos. The 17 colorful side-view drawings are complimented by top view of a camouflaged Meteor and top and bottom views of a Meteor in

colorful blue/yellow stripes for Operativo "Tritón I" Marzo de 1959.

If you're still intimidated by your high-school Spanish, test you're memory with this caption describing an interesting event: "Gloster Meteor FMk.4 I-063 del Grupo 3 que al mando del Teniente Ernesto Adradas, derribara al AT-6 Texan 0352/3-A-23 sobre Capital Federal el 16 de Junio de 1955."

An interesting and historically significant Meteor depicted in both photos and a color side-view drawing is I-043. This is one of the aircraft that that participated in the revolution of September 1955 operating with the Comando Aéreo Revolucionario. The aircraft is overall silver with Argentine blue/white/blue roundels and fin flash in the usual positions. The rebel markings consist of a large red disc on the vertical tail (below the horizontal tail), a red "MR" on the nose and aft of the fuselage roundel. A red "V" enclosing a red "cross" appeared ahead of the fuselage roundel and on the outside front of the engine nacelles. For another Spanish test, the individual history of this aircraft is given by:

"I-043 Gloster G.41G Meteor FMk-4 (G-5-143): Ex RAF Meteor EE540. Incorporado a la Fuerza Aérea el 02.08.48. Asignado el el 02.10.48 al Regimiento 4 de Caza Interceptora, transferido el 02.08.49 al Regimiento 6 de Caza Interceptora. Transferido al Grupo 3 de Caza Interceptora según O.D.n°41(R). Empleado por las fuerza revolucionarias en 09.55 con las marcas "Cristo Vence". Resultó con daños del 20% por causa de falla en el tren de aterrizaje, sobre la pista del IAME el 23.05.56; piloto Capitán Luis Herrero ileso. Aterrizaje de emergencia en terrenos de la Estancia La Melga (proximidades de Río Cuarto/Córdoba) atribuida a fallas de pilotaje el 22.12.57, sufriendo daños del 85% que motivaron su baja; piloto Alférez Ramón Arneodo ileso."

Serie Fuerza Aérea #12 is another great book from SAFCH member Jorge. Is is highly recommended to anyone interested in Latin American military aviation. The modeler with a couple of old 1/72-scale Airfix Meteor Mk.4s in the loft will find several colorful and historical interesting color schemes to whet the appetite. This book is available from the SAFCH Sales Service for \$16.00 in the US and \$20.00 for the rest of the world (postage in



Fairey Gannet: Anti-submarine and Strike variants AS Mk.1, AS Mk.4. 4+ Publications, Post-War Wings Line #4+023. 36 A-4 size pages. English text. (2007) Price: \$30.00 / £144.95. ISBN

978-80-86637-04-4. Published by Mark I Ltd., PO Box 10, CZ-100 31 Prague 10 – Stranice, Czech Republic. E-mail: info@4pluspublications.com. Website: www.info@4pluspublications.com..

Never has the saying "Handsome is as handsome does" been applied more aptly than to the ungainly, but efficient, Fairey Gannet. Now, +4 Publications have added the Gannet to their ever expanding list of monographs.

As with all 4+ publications, the text, entirely in English and in very small print, is keep to a minimum: "History" one page. "Technical Description" 2 pages. "Armament and Equipment" one page, and "Colours and Marking" one page. In compensation, the captions for the photos are extensive and informative.

The bulk of the book is devoted to photos: 46 archival photos including 5 in color. Besides the Royal Navy, these include West Germany (6 plus one in color), Indonesia (2 plus one in color), and Australia (3 in color).

A feature of all +4 Publications is the 13 pages of photos of details of aircraft on display in England, Germany, Australia, and Indonesia. These consist of 27 color photos and 40 b&w photos. This section also includes a multitude of sketches obviously from a maintenance manual.

The "Armament" section consists of 10 photos including a nice shot of a Mk. 30 torpedo, a page of internal storage loading diagrams, and a page showing external store variations.

Three pages of color profile drawings depict 8 Royal Navy, 2 Australian, 2 West German, and one Indonesian Gannets. Interspersed with these side-views are scrap views of the upper and lower surfaces of the wings showing color scheme and placement of the markings.

An 8-page folded insert provides 1/72-scale multi-view drawings of Mk.1 and Mk.4 along with scale drawings of the ordnance including bombs, torpedo, mines, sonobuoys, and depth charges. Also inserted is a 2-page color poster of a flight of Mk.1s over the aircraft carrier HMS Arc Royal in 1955.

+4's Fairey Gannet is recommended to the enthusiast who wants to have a highly illustrated record of the Gannet. It is highly recommended to any modeler who is planning to build a model of this strangely attractive ASW aircraft.

[Ed: This book is available from the SAFCH Sales Service for \$25.00 in the US and \$30.00 elsewhere, postage included.]

McDonnell Douglas/Boeing F-15 Baz, by Ra'anan Weiss and Alon Koren. IsraDecal Publications (Aircraft of the Israeli Air Force No. 5), 2006. Hardcover, 21 cm by 29.7 cm, 130 pages. \$45.00USD. ISBN 965 7220 06 8.

Ra'anan Weiss and Alon Koren have accomplished the near impossible; researched and written a highly illustrated book about an airplane type in an air force which suffocatingly guards its secrets. More importantly for the worldwide audience of aviation modelers, historians and enthusiasts, they have done so in a language much more widely read than their native tongue. Written in English (though with some annoying grammatical and spelling errors) it is both a wealth of information only previously speculated about and a veritable treasure trove of photographic evidence which features almost every one of the 81 F-15A-Ds to have been accepted into the inventory of the Israeli Defense Forces/Air Force (IDF/AF) as well as 93 close-ups of the type's weapons, cockpit interiors and avionics bay – all features sure to thrill anyone modeling the subject.

Lavishly illustrated with 502 pictures the book maintains a remarkably good balance of historical black and whites; brilliant, dramatic color action shots; and precise technical close-up photos. Altogether these come from the one of the authors' collections and that of Moshe Melnik (the first Israeli F-15 pilot to shoot down a MiG and later 133 Squadron Commander) and other notable Israeli F-15 pilots, as well as from the Twin Tail Squadron files, Tel Nof AB archives, IAF Magazine and Israel's premier aviation photographer, Ofer Zidon. It is refreshing to see, in a book about an airplane, so many photos showing the expressive faces of Baz pilots and IDF/AF leaders as well as the huge quantity of images showing the aircraft itself and its many components. Particularly significant are the 12 photos (2 pages) of the enigmatic "Peace Fox V" (PF-V) F-15s. Also included are 13 color side profiles which are instructive but the gray tones used are much too pale to be accurate.

The first chapter starts with a historical "Introduction" which describes the search for an air superiority fighter, the acquisition of the first F-15s, and the "Peace Fox" series of FMS purchases. It also covers follow-up contracts, the Baz aircraft upgrade program (AUP), "Baz external properties", paint schemes and numbering system, squadron insignias, missions and roles, air-to-air and air-to-ground configurations, and ECM pods.

It is followed by a chapter on "The Knights of the Twin Tail Squadron" which is the history of the 133 Tayeset with the F-15. It reports in fair detail the establishment of the squadron, the "first kills" and "vanquishing the Foxbat" (the Eagle's only potentially capable adversary), briefly mentions Operation Opera (although seeing flight charts from the mission is an added bonus), and thoroughly covers most of the engagements in the intense Beka'a Valley Campaign. The latter is welcomed and valuable but suffers from the authors' apparent preference to rely solely on official squadron records, rather than enhance them with personal interviews of the participants, retelling each engagement using the radio call sign of the aircraft involved instead of the pilot's name. While this may sound more "official" or "realistic", it removes the all-important personal element from aerial combat and results in various inaccuracies in their descriptions. This part of the book would have benefited from having a pilot involved in the editorial process.

The final chapter is on "The Spearhead Squadron" (you're not supposed to know this, but it's about 106 Tayeset) and covers its formation, "first kills", notable accidents, Operation Wooden Leg, the final air-to-air kills and "Sharpening the Tip [of the spear]" (the Baz AUP). Of particular note is the photographic appendices (called "Walk Around") providing the modeler with an extraordinary, detailed look into the front and rear cockpit interiors of the "Improved Baz" and the avionics bay of the A/C models, and at the Rafael Python 3 and 4 IR missiles, the AIM-7 and AIM-120 radar missiles, the IAI ELTA EL/L-8212/22 EW pod, and various aerials, antennae, countermeasures dispensers and the engine nozzles.

While there are almost inevitably several small historical and technical errors – such as stating that PF-V comprised "nine F-15A and five F-15B" when it actually consisted of 19 As and 6 Bs or referring to a 610-gallon external fuel tank as a "wingless missile" – more disturbing is the fact that some of the air battle descriptions do not jive with those related in previous publications. Most critical is the account of the 9 June 1982 air battle in

which Yoram Peled is reported to have downed a MiG-21 with an AIM-7 Sparrow followed by destroying a second Fishbed with a Python 3. Schlomo Aloni's Israeli F-15 Eagle Units in Combat (Osprey, 2006, reviewed in SAFO #121) does not mention the Sparrow being fired at all and the account differs in several other significant aspects as well. This results in the book's appendix entitled "Kill Board of 'Knights of the Twin Tail' Squadron" being different from Aloni's "Appendix I: Baz Kills" by this one victory (and Yoav Stern's 31 December 1980 sharing with an F-4E). Since both books were screened and approved by the Israeli Censorship Bureau, one is left wondering which one is correct.

For the modeler, Weiss and Koren's F-15 Baz is a tremendous asset – the best ever. For the historian and enthusiast, perhaps less so. While falling a little short of the mark in the latter category it still is as close to a definitive work on the Eagle in Israeli service as currently exists. For anyone interested in the subject, it should be in your library until that one comes along. At \$45USD, it's worth it just for the photography alone. (Review copy purchased by the reviewer.)

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F-16 Worldwide Markings, by Lou Drendel. Squadron/Signal Publications (No. 6091), 2007. Softcover, 21.5cm by 27.5cm, 64 pages. \$16.95USD. ISBN 0 89747 510 0.

At first glance one might think Lou Drendel's F-16 Worldwide Markings is just another F-16 photo album, and you'd be right. Containing over 200 full-color photos, 18 color profiles and eight artworks, it provides an almost full – though somewhat unbalanced – coverage of Lockheed Martin F-16 Fighting Falcons (commonly called "Vipers") around the globe.

After a brief introductory background there are 18 pages of USAF Vipers "at home" and "in combat". The former shows an equally balanced variety of active duty, Air National Guard (ANG), aggressor and Thunderbird examples, but includes only one photo of the USN "Top Gun" (aggressor) F-16s. The latter section is a great collection of action shots (mostly official USAF photos) of active duty and ANG Falcons in combat operations. Because these can be had from a variety of other sources, from the Small AF enthusiast perspective it was disappointing to use up one-third of the book on something less than "worldwide" examples.

The largest section (20 pages) features photos of F-16s belonging to eight of the nine European nations that fly the Viper. The brilliant and dramatically posed photography of Stefaan Ellebaut and Cor van Gent form the basis for most of this section, providing most of the 25 Belgian and 23 Dutch F-16 photos in this section, the majority of them being commemorative paint schemes over the past 12 years. It was good to see one historic Dutch F-16A included: J-063, a 332 Squadron jet that was used to shoot down a Serbian MiG-29 Fulcrum in 1999, though it was featured in its 2003 Sixtieth Anniversary of "Polly Parrot Squadron" livery. The emphasis on Dutch and Belgian examples left little room for the other nations (28 photos) and sadly, perhaps the most interesting nation to join the Viper community – Poland – is represented by a photo of a Polish pilot in the cockpit of a US ANG jet. Photos of Polish Air Force's (PolAF) new "Jastrzab" (Hawk) – both factory shots and from the deliveries to Krzesiny AB, near Poznan, in

November last year – were obtainable (such as the one below), but none were used.



POLAF F-16C block 52 #4040 is flying over Texas during its first flight on March 14th, 2006. (Lockheed Martin Aeronautics Company Photo, used with permission)

As can probably be expected, the six-page section on the six Middle East nations flying the Viper predominantly focuses on the IDF/AF (13 photos) with the five Arab nations' share being nine photos. The good news for Israeli AF aficionados is that the spectacular action images are provided by the prolific and noted aviation photographer Ofer Zidon. It was good to see one historically significant aircraft included in his amazing gallery: Netz (Hawk) 107, the highest scoring Israeli F-16 (6.5 victories) and a participant in Operation Opera, the raid which destroyed Saddam Hussein's nuclear reactor, is shown in its 2005 scheme.

The four Asian nations' F-16s are displayed in five pages with the Republic of China (Taiwan; RoCAF) getting almost half the coverage (8 of 19 photos with two of these being Asian Vipers in USAF markings at Luke AFB). Perhaps the most interesting paint scheme for the small nations' F-16 is worn by Venezuela with its green, olive and tan camouflage. The Latin American section (two nations) has two pages with six photos, one of a commemorative tail.

Of note is the wealth of information provided in the captions, allowing the Small AF enthusiast to get updated information on foreign Vipers with the photographs of most of them. The sources – www.F-16.net and Joe Baugher's online data base – provide accurate and detailed information correcting the problem of being "full of errors and inaccuracies" that plagued Drendel's previous (2005) book on the subject.

This book also contains eight pages featuring the obligatory assortment of Drendel's acrylic artwork and detailed side profiles. Unfortunately the selections show a continued predilection for Belgian examples (3 of 8 artworks and 5 of 18 profiles) with only the Royal Norwegian AF also represented by artwork and only (one each) IDF/AF, RoCAF and Royal Netherlands AF profiles being included.

A cynical reviewer might subtitle the work "Stefaan and Cor's F-16 Picture Book", but considering the excellent wealth of small nations' F-16 images and information available for free on the worldwideweb, one wonders – if the person has access to the internet – why anyone would pay \$16.95USD for this publication.

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La Ruée Japonaise: La conquête de la Malaisie & la chute de Singapour.

Batailles Aériennes #40. 80 A-4 pages. 12.50 € Lela Presse, 29 Rue Paul Bert, 62 230 Outreau, France.

This is the latest volume in Lela Presse's series on the aerial activities during the campaigns of WWII. The volume is of the usual high-standards expected of Michel Ledet and Lela Presse with an informative text (entirely in French), useful tables, excellent maps, a plethora of well-reproduced photos, and attractive color profiles. The enthusiast and modeler interested in the early days of WWII will particularly welcome this volume since it has many photos that have not previously been published. At least they are new to this reviewer who thought he had seen all available photos of Brewster Buffalo in Malaysia and the Dutch East Indies.

The chapters are: (1) Introduction: 2 pages; (2) Les forces aériennes en présence: 4 pages; (3) L'invasion de la Malaisie: 6 pages; (4) La défense de Singapour: 29 pages; and (5) La chute de Singapour: 30 pages.

The forte of the Batailles Aériennes series is the photographs. The 166 photos in this volume are about equally divided between Japanese and Allied sources. Included is a sprinkling of photos of ground and sea activities.

Tables: RAF Air Order of Battle 7 Dec. 1941; Japanese 3rd Division AOB in Indochina; Japanese attacks on Force Z (*Prince of Wales & Repulse*); and RAF & ML-KNIL AOB 31 Dec. 1941.

The 7 colorful maps are: Overview of Malaysian Campaign; Japanese advances in northern Malaysia 8 to 28 Dec. '41; Japanese attack on Force Z; Jap reconnaissance 10 Dec. '41; Japanese advances in central Malaysia 29 Dec. '41 to 11 Jan. '42; Japanese advances in southern Malaysia 13 to 31 Jan. '42; and Invasion of Singapore 1 to 15 Feb. '42.

There are 36 color profiles: Ki.27 Nate; Hudson (3); Vildebeest (3); Buffalo (7); Blenheim (2); Martin 139 (3); Ki.43 Oscar (4); G3M2 Nell (4); G4M1 Betty; Ki.21 Sally (3); Hawk H-75A (2); Hurricane (2); and A6M2 Zero.

As with all Batailles Aériennes issues, the aircraft in the color profiles are identified by unit and time of action. For example, the Nells drawn

are those that attack the *Prince of Wales*. Of particular interest to Buffalo fans is the color profile of W8143 painted overall black to serve as a night fighter.

The Monographie is on the Nakajima Ki-43 I Hayabusa: 4 pages including 9 photos and a 1/72-scale 4-view drawing. This was a rather uninspired choice of subject.

Batailles Aériennes #40 is an excellent publication and one that is a must for anyone interested in the Malaysian Campaign and the aircraft that participated in one of Great Britain's greatest disaster.

Review copy provided by Michel Ledet of Lela Presse.



La Ruée Japonaise: La Conquête des Indes Néerlandaises (1^{re} partie): Les Japonais s'emparent de Bornéo, des Célèbes et de Sumatra

Batailles Aériennes #42. 80 A-4 pages. 12.50 € Lela Presse, 29 Rue Paul Bert, 62 230 Outreau, France.

Following up on their outstanding volume on the Japanese invasion of Malaysia and the fall of Singapore (Batailles Aériennes #40), Lela Presse continues the story with the conquest of the Netherlands East Indies. Their editor, Michel Ledet, originally planned this for one volume, but he collected so much material that two volumes were necessary. (Batailles Aériennes #43, available on 20 January 2008, will cover the assault on Java).

Color side-view drawings: Ryan STM-2, Lockheed Lodestar, Aichi E13A1 Jake, Mitsubishi F1M2 Pete (3), Do 24K-1 (2), Martin 139WH-3A (2), Brewster B-339D, Mitsubishi A6M2 Zero (2), Consolidated PBV-4 (PatWing 10), Consolidated PBV-5, Hawker Hurricane II. All these drawings depict aircraft actually involved in the campaign and not mere generic color schemes.

Tables: Order of Battle; ML-KNIL and MLD as of 8 December 1941; Japanese (East and Central attack groups), and RAF/RAAF squadrons at Palembang, Sumatra, after the fall of Singapore.

Maps: Color map of the NEI with airfields identified, and map of the NEI with Japanese invasion routes and dates marked.

Chapters: (1) "Introduction" 21 pages including 28 photos [Martin TE & 139 (2); Avro 504K; DeHavilland DH-9 & Tiger Moth; Fokker C-

IV, C-X; C-VIIV, C-XIIV, & T-IV; Curtiss P-6E, & H-75; Koolhoven FK-51; Ryan STM; Lockheed 212; Curtiss-Wright CW-21B; Van Berkel WA; and Donier Wal & Do 24]. (2) "Premiers coups de feu et défense du nord de Bornéo" 19 pages including 25 photos [Do 24 (2), E13A1, B-17 (2), PBV, & Zero]. (3) "Les Japonais foncent vers le sud: Bornéo, les Célèbes, Ambon et Timor" 25 pages including 34 photos [Achi D3A1; Mitsubishi F1M2, C5M2 (2); & A6M2 (2); Lockheed Lodestar & Hudson (3); PBV (2); Martin 139; Do 24, Brewster B-339 (2), Douglas DC-3, and B-17]. (4) "La défense de Sumatra". 13 pages including 26 photos [H-75, 139, and Hurricane (4)].

The photos identified by type in the above listing are just a fraction of the photos in each chapter. Those listed are photos of the aircraft that show sufficient markings and color schemes to titillate the marking enthusiast and modeler. There are many other photos that show an aircraft with crewmembers as well as usual Batailles Aériennes excellent mix of photos of land and sea activities.

Even if your high-school French is rusty, Batailles Aériennes #42 together with #40 and #43 will make an excellent illustrative complement to your copies of Chris Shore's *Bloody Shambles*.

Review copy provided by Lela Presse's editor, Michel Ledet.

La Bataille d'Angleterre (3^{ème} partie): La Luftwaffe attaque Londres.

Batailles Aériennes #41. 96 A-4 pages. 12.50 € Lela Presse, 29 Rue Paul Bert, 62 230 Outreau, France.

After a brief foray into the Malayan Campaign, the Batailles Aériennes series returns with Part 3 to the Battle of Britain: The Luftwaffe Attacks London. This volume covers the period from 7 September to 31 October 1940 with the usual Batailles Aériennes thoroughness: 96 A-4 pages of French text provide a day-by-day account of the aerial activities. The RAF and Luftwaffe receive approximately equal coverage in the over 100 well-reproduced and mostly previously-unpublished photos.

The well-executed and detailed-captioned color profile drawings are: Bf 109E-3 of 1/JG51 (Heinz Bar); Bf 109E-4 of 1/JG27 (Gunther Rode); Spitfire I LZ-N of 66 Sq. (R.H.A. Leigh); Spitfire I YT-F of 65 Sq.; Ju 88A-1 3Z+KN of 5/KG77; Ju 88A-1 4D+AD of Stab III/KG30; Bf 109E-7 of 3/LG2; Hurricane I RF-J of 303 Sq.; Spitfire I QV-K of 19 Sq.; Hurricane I JX-B of 1 Sq.; Hurricane I RE-D of 229 Sq. (Victor Ortmans); Do 17Z-1 5K+EA of Stab/KG3; Do 17Z U5+LH of 1/KG2; Fiat BR.20M 1-9 of 11^o Gruppo (13^o Stormo); He 111H G1+BH of 1/KG55; Bf 110C-2 L1+XB of V(Z)/LG1 (Horst Leinberger); Bf 110E-1 S9+LK of 2/Erpr.Gr.210 (Balthazar Aretz); Do 17Z-1 F1+FH of 1/KG76; Blenheim IV RT-W of 114 Sq.; Bf 110C-4 3U+JR of 7/ZG76 (Ernst Matthes); Bf 110D-0 U8+DD of StabIII/ZG26 (Kurt Saleker); Hudson I UA-R of 269 Sq.; Bf 109E-4 of 8/JG53 (Walter Fiel); Fiat CR.42 of 85a Squadriglia 18^o Gruppo; Bf 109E-3 of StabII/JG54 (B. Malischewski); Blenheim IV TR-J of 59 Sq.; Bf 109E-3 of 3/JG77 (Karl Raisinger); and Bf 109E-4 of 4(Schlacht)/LG2 (Josef Harmeling);

The Monographie section is on the Dornier Do 215: 5 pages including 5 photos and 2 pages of 1/100-scale multi-view drawings.

Batailles Aériennes #41 is highly recommended to all students of the Battle of Britain.

Review copy provided by Michel Ledet of Lela Presse.



Mirage (Part 01). 1/72-scale FCM Decals 72-33. FCM Decals. Website: www.fcm.eti.br.

This is the first of two decal sets dealing with various versions of the Mirage. Each set contains decals for one Brazilian Mirage, one South American Mirage, and one Middle-Eastern Mirage.

The decal sheet for Part 01 measures 190 mm by 80 mm and contains all the national insignia, unit emblems, serial numbers, and stenciling to make three Mirages: (1) Mirage III BR, 1^a Ala de Defesa Aerea, Anapolis, **Brazil** – 1972. This aircraft, serial '4915' is finished overall Aluminum with red accents typical of Mirage IIIs finished in overall aluminum. (2) Mirage M5M Elkan. Grupo de Aviacion N° 8, Antofagasta, **Chile** – 2000. This aircraft, serial '709', is in a three-tone (Dark Green, Grass Green, and Radome Tan) wrap-around camouflage scheme. (3) Mirage III L, 4^o Fighter Squadron, Kleiat, **Lebanon** – 1970. This aircraft, serial '5041', has a two-tone (Dark Blue Gray and Dark Gray Green) upper surface camouflage with Light Blue Gray undersides.

The two-page full-color instruction sheet has drawings of the side and top views of the Brazilian Mirage. The Chilean Mirage is illustrated with port and starboard side views, as well as top, and bottom views, Port, starboard side views and a top view illustrate the Lebanese Mirage.

As with all FCM decal sets, these decals are well printed in perfect register with vivid colors. They are highly recommended to all modelers with an interest in jet aircraft./



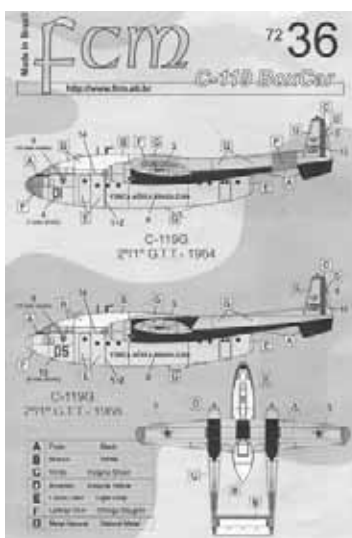
Mirage (Part 02). 1/72-scale FCM Decals 72-34. FCM Decals. Website: www.fcm.eti.br.

This decal set continues FCM's excellent coverage of Mirages for the small air forces.

The main decal sheet for Part 02 measures 190 mm by 75 mm, and there are two very small sheets with stenciling that was left off the main sheet. These sheets contain all the national insignia, unit emblems, serial numbers, and stenciling to make three Mirages: (1) Mirage III BR, 1^o GDA., Anapoluis, **Brazil** – This aircraft, serial '4829', has upper surfaces in overall Cinza Azulado Medio (35109) and lower surfaces Cinza Claro (36622). (2) Mirage 50EV, Grupo Aereo de Caza N° 11, **Venezuela** – 2002. This aircraft, serial '6732', has an upper surface three-tone camouflage of Verde Escuro (34079), Verde Medio (34102), and Areia Medio (30257). And a lower surface in Cinza Claro (36622). Notable is the large red triangular squadron emblem on the vertical fin. (3) Mirage M5DE, N.69 Squadron – 236 FGA, Tanta, **Egypt** - 1976. This aircraft carries Arabic serials and is in a three-tone upper surface camouflage scheme of Areia (30400), Vetde Medio (34102), and Cinza Azulado (36293), and undersides in Azul Claeo (35622).

The two-page, full-color instruction sheet has side and top views of the Brazilian Mirage, and port, starboard, and top views of both the Venezuelan and Egyptian Mirages.

This FCM decal set is highly recommended. While it allows the modeler to build three very attractive Mirages, it worth acquiring even if you plan to build only the Venezuelan Mirage. And, if you want to build only the Egyptian Mirage, you can use the Venezuelan squadron emblem on a model of one of their recently-acquired Sukhoi fighters.



C-119G Boxcar. 1/72-scale FCM Decals 72-36. FCM Decals. Website: www.fcm.eti.br.

This small (135 mm by 1000 mm) decal sheet has all the national insignia, unit markings to make one of two very similar looking Brazilian AF C-119G: (1) C-119G, 2^o/1^o GTT, serial '2301' - 1964.or (2) C-119G, 2^o/1^o GTT, serial '2305' - 1968. Both aircraft are overall natural metal with the top surface of the fuselage white. The only difference is that '2301' has Orange Daygloo (sic) on the nose, wing tips, and around both tail booms.

The one-page, full-color instruction sheet has side views of both aircraft and a generic top view. The colors are identified in both Portuguese and English.

Unfortunately, this high quality decal from FCM will probably have limited appeal. However, if you haven't decided what color to finish your model of the C-119, this would make an attractive addition to any collection of transport aircraft.

[Ed: One set of this FCM decal is available from the SAFCH Sales Service for \$6.00 in the US and \$8.00 for the rest of the world.]

A very pleasant surprise was the arrival of a new series of 1/72-scale decals for current Ecuadorian military aircraft. Produced by **Andean Decals (Ecuador)**, they are very similar to the excellent FCM Decals from Brazil. The decals are of the same high quality as FCM decals, and the instruction sheets are of a format identical that those of FCM being in full-color and containing complete color and marking details, and FS595 equivalents of colors.

Information on the source of these decals, other than the E-mail address: fbsmac90@hotmail.com, is limited to: "Design: Felipe C. Miranda", "Research: Francisco Bonilla" and "Thanks" to members of the "Quito Modellers Group" and the "Historic and Modellist Ecuadorian Group".



Ecuador Lockheed AT-33 Andean Decals (Ecuador) #72-01.

(1) AT-33, code 'AT-799', Escuadron de caza Bombareo 2112, Taura Air Base – 1980. Aircraft is overall aluminum.

(2) AT-33, serial 'FAE610', Escuadron de Combare 2312 "Tiburones". Eloy Alfaro Air Base, Manta – 1982/96. The shark-mouth aircraft is in a 3-tone upper surface camouflage (Dark Green, Tan, & Medium Green) with Light Gray undersides. The FS595 equivalents are given as 34089, 30219, 34258, & 36622 respectively.

The 154 mm by 53 mm decal sheet contains all the unit emblems, codes, serials, and stenciling for both aircraft, but only enough national insignia for one aircraft. The full-color 2-page instruction sheet has port, starboard, and top views of both aircraft.



Ecuador Cessna A-37 Dragonfly. Andean Decals (Ecuador) #72-02.

A-37B Dragonfly, serial 'FAB373', Ala de Combate 31, Lago Agrio Air Base, Lago Agrio, Sucumbios – 2007. The aircraft is in a wrap-around camouflage (Dark Green, Grizzly Green, & Medium Green). FS595 equivalents are 34089, 34159,

The small 72 mm by 20 mm decal sheet contains all the unit emblems, codes, serials, and stenciling for this aircraft. The full-color one-page instruction sheet has port, starboard, and top views of this aircraft.

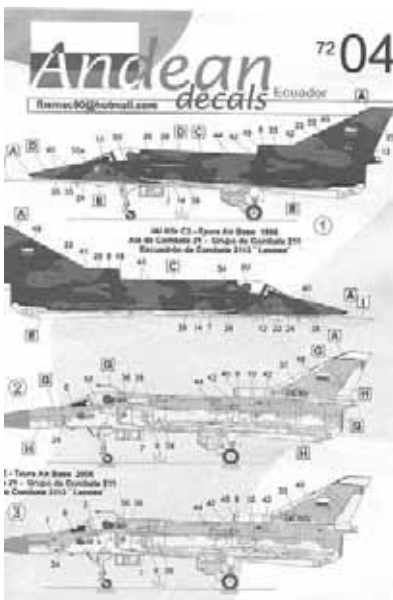


Ecuador BAC Canberra B6. Andean Decals (Ecuador) #72-03.

(1) Canberra B^A, aerial 'FAE 71509' and code 'BE-509', Escuadron de Combate 1112, Mariscal Sucre Air Base, Quito – 1965-1981. Aircraft is overall aluminum.

(2) Canberra B6, serial 'FAC509', Escuadron de Combate 1112, Mariscal Sucre Air Base, Quito – 1981-1984. The upper surfaces are in a 3-tone camouflage (Dark Green, Tan, & Medium Green) with Light Gray undersides. FS595 equivalents 34089, 30219, 34258, & 36622.

The 154 mm by 50 mm decal sheet contains all the unit emblems, codes, serials, and stenciling for both aircraft, but only sufficient national insignia for one aircraft. The full-color 2-page instruction sheet has port, starboard, and top views of both aircraft.



Ecuador IAI Kfir C2/CE. Andean Decals (Ecuador) #72-04.

(1) Kfir C2, serial 'FAE905', Taura Air Base 1995, Ala de Combate 21 – Grupo de Combate 211 – Escuadron de Combate 2113 "Leones".

(2) Kfir CE, serial 'FAE901', Taura Air Base 1995, Ala de Combate 21 – Grupo de Combate 211 – Escuadron de Combate 2113 "Leones". The upper surfaces are in a 2-tone camouflage (Dark Green & Medium Green, with Light Gray undersides. FS(% equivalents 34089, 34258, & 36622.(2) Kfir CE, serial 'FAE901', Aircraft is in a wrap-around 2-tone camouflage of Medium Blue Gray & Light Blue Gray. No FS595 equivalents given.

The 150 mm by 59 mm decal sheet contains all the unit emblems, codes, serials, and stenciling for both aircraft, but only sufficient national insignia for one aircraft. The full-color 2-page instruction sheet has port, starboard, and top views of both aircraft.

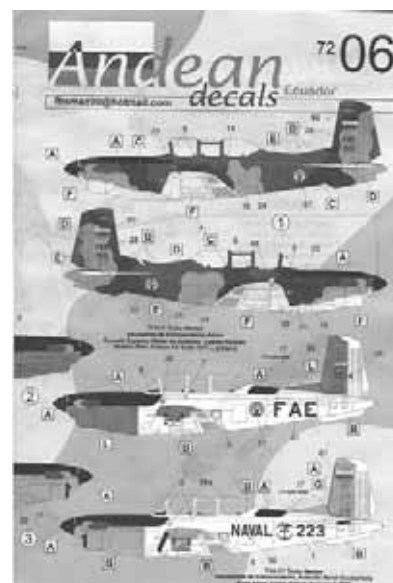


Ecuador Mirage F1JA/JE. Andean Decals (Ecuador) #72-05.

(1) Mirage F1 JA, serial 'FAE807', Ala de Combate 21, Escuadron de Caza 2112, Taura Air Base – 2007.

(2) Mirage F1 JE, serial '830'. Both aircraft have their upper surfaces in a 2-tone camouflage (Dark Green & Medium Green, with Light Gray undersides. FS595 equivalents 34089, 34258, & 36622.

The 150 mm by 38 mm decal sheet contains all the unit emblems, codes, serials, and stenciling for both aircraft, but only sufficient national insignia for one aircraft. The full-color one-page instruction sheet has port, starboard, and top views of F1 JA, and a port-side view of F1 JE.



Beech T-34B/C. Andean Decals (Ecuador) #72-05.

With this release, Andean Decals reaches out to South American air forces other than Ecuador with markings for three from Ecuador, two from Uruguay, and one from Bolivia.

(1) T-24C Turbo Mentor, **Ecuador Air Force**, serial 'FAE0019', Escuadron de Entrenamiento Aereo, Escuela Superior Militar de Aviacion "Coame Renella", Ulpiano Paz Salinas Air Base 1977-present.

(2) T-34C Turbo Mentor, **Ecuador Air Force**, serial '034'.

(3) T-34C1 Turbo Mentor, **Ecuador Navy**, serial '223', Escuadrilla de Entrenamiento, Aviacion Naval Ecuatoriana, Base Aerea Simon Bolivar Guayaquil - 2007.

(4) T-34C Turbo Mentor. **Uruguay Navy**, serial '272', Escuadrilla de Entrenamiento, Aviacion Naval Uruguay, Base Aeronaval Captain Carlos A. Curbelo, Laguna del Sauce, Uruguay - 2006,

(5) T-34B Mentor, serial '663'. Grupo de Instruccion y Entrenamiento de Vuelo Avanzado (CIEVA), (BA N° 2) Durazno – 1988.

(6) T-34A Mentor, **Bolivian Air Force**, serial 'FAB-906', Grupo Aereo de Entrenamiento 21 (GAE 21), Colegio Militar de Aviacion Santa Cruz de la Sierra – 2007.

The 144 mm by 97 mm decal sheet contains all the unit emblems, codes, serials, and national insignia for all aircraft. The full-color 4-page instruction sheet has side and top views of all aircraft.

The present-day Ecuadorian Air Force has, of late, been the subject of serial photo-journalism articles – see *International Air Power Review*, Vol.22 (2007) and *Lotictwo*, September and October 2007. Now, these Andean Decals offers the modeler the unique opportunity to build up a collection of aircraft representing the current inventory of a small air force. In addition, such a collection would contain a impressive variety of aircraft types: Lockheed AT-33, Cessna A-37, Canberra, Kfir, Mirage F1, and T-35C. If the models are well done, this collection should be in contention at any model contest. For the modeler who prefers building a single aircraft type in the markings of several services, the Andean Decals for Mentor/Turbo Mentor alone offers the modeler the opportunity to make a collection of air force and naval T-34s in the markings of Ecuador, Uruguay, and Bolivia.

The entire Andean Decals series can be highly recommended to all modelers serious about building aircraft of the small air force.

All Scale Decals



Argentine Armada Douglas A-4Q Skyhawk, 1/50-scale decals. *All Scale Decals*, 757 Emory St. #106, Imperial Beach, CA 91932-2231, USA. \$3.50 plus \$0.50 postage in USA or \$1.00 postage rest of world.

These decals are for the 1/50-scale kit by Revell/Lodela. Aircraft s/n '0660', code '3-A-207' is in overall gray with the early markings with 'Naval' and the oval insignia on the fuselage. The decals consist of one large sheet 113 mm by 95 mm) with black, codes '3-A-207', 'Naval', s/n '0660', anchors, '07' for the nose, and ant glare panel; red/yellow intake warning triangles and ejection arrows, small sheets contain the oval insignia of the Argentine navy, and the blue/white/blue stripes for the rudder and elevators. The instruction sheet consists of a color drawing of '3-A-207' and side and top view drawings showing the placement of the decals.



Argentine Armada Skyhawk, Falkland/Malvinas War. 1/48-scale decals. *All Scale Decals*, 757 Emory St. #106, Imperial Beach, CA 91932-2231,

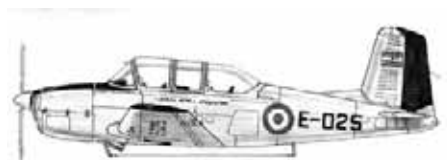
USA. \$3.50 plus \$0.50 postage in USA or \$1.00 postage rest of world.

These decals are for aircraft s/n '0654', code '3-A-301'. The aircraft is overall gray with "Armada" on the fuselage. The decals consist of one large sheet 100 mm by 88 mm) with black, codes '3-A-301', 'Armada', s/n '0654', anchors, '01' for the nose, "ANA 25 de Mayo", and ant glare panel; red/yellow intake warning triangles and ejection arrows. Several small sheets contain the squadron insignia, command banner, and the blue/white/blue stripes for the rudder and elevators. The instruction sheet consists of a color drawing of '3-A-309' and side and top view drawings of "3-A-301" showing the placement of the decals.



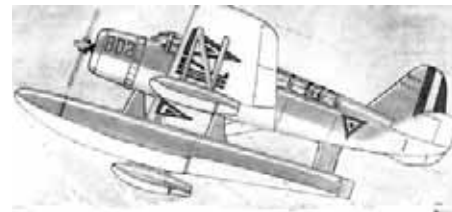
Argentine Armada Douglas A-4Q Skyhawk, 1/72-scale decals. *All Scale Decals*, 757 Emory St. #106, Imperial Beach, CA 91932-2231, USA. \$3.50 plus \$0.50 postage in USA or \$1.00 postage rest of world.

Aircraft s/n '0654' code '3-A-301'. Overall gray as carries during the Malvinas conflict. . Decals consist of one sheet (70 mm by 70 mm) with black codes '3-A-301' s/n '0654', 'Armada' anchors, '01' for the nose; 'Ara 25 de Mayo' for the fin, and ant glare panel; and red/yellow intake warning triangles and ejection arrows. Two smaller sheets provide the blue/white/blue stripes for the rudder and elevators; the blue/white/blue command triangle, and the squadron insignia. The instruction sheet consists only of a color photo of '3-A-306' showing the placement of the decals.



Argentine Air Force Beachcraft T-34 Mentor, 1/72-scale decals. *All Scale Decals*, 757 Emory St. #106, Imperial Beach, CA 91932-2231, USA. \$3.50 plus \$0.50 postage in USA or \$1.00 postage rest of world.

Aircraft 'E-025' of the Escuela de Aviacion Militar. Natural metal overall with black serials and red rudder and wing tips. The decals consist of one small (65 mm by 89 mm) sheet the Argentine blue/white/blue roundels and fin flash, serial 'E-025' in two sides for fuselage and on the under surfaces of the wing, and 'Fuerza Aerea Argentina' lettering for the fuselage. The instruction sheet consists only of a color profile drawing showing the placement of the decals.



Mexican Navy Kingfisher. 1/72-scale decals. *All Scale Decals*, 757 Emory St. #106, Imperial Beach, CA 91932-2231, USA. \$3.50 plus \$0.50 postage in USA or \$1.00 postage rest of world.

Aircraft 'B02' on floats. The upper surfaces are light grey and the lower surfaces are white. The decals consist of two sheets: one (75 mm by 45 mm) with the red/white/green Mexican triangles and fin flash; and the other (62 mm by 37 mm) with black s/n 'ARM MB 02 for the fin and codes 'B02' in two sizes for the engine cowling and the under surfaces of the wing. The instruction sheet consists only of a color drawing, showing the placement of the decals.



Vought OS2U Kingfisher Fuerza Aerea Mexicana. 1/72-scale decals. *All Scale Decals*, 757 Emory St. #106, Imperial Beach, CA 91932-2231, USA. \$3.50 plus \$0.50 postage in USA or \$1.00 postage for rest of world.

Aircraft s/n 5724 code '74' on wheel as seen in 1942. The upper surfaces are green and the lower surfaces are gray. The decals consist of a small sheet (100 mm by 35 mm) with the red/white/green Mexican triangles and fin flash and the code '74' in both black and yellow outlines in black. The instruction sheet has a color drawing and a 3-view showing the placement of the decals.

"Our *All Scale Decals* are made by my Graphic Designer on a Computer and I am the designer and director of the whole operation. The black letters and anchors are printed on clear decal paper for they are hard to trim.

"We are open to suggestion, so if you have any ideas, please let us know. We want to keep prices as low as possible, so *All Scale Decals* sell for \$3.50 each plus postage."

Ron Ferreyra (SAFCH #482), 757 Emory St. #106, Imperial Beach, CA 91932-2231, USA.

[Editor: See SAFO #121 for drawings of Mexican Navy and Air Force Kingfishers. Next from *All Scale Decals* will be two Venezuelan Canberras in 1/72 sale. If sales are good, Ron plans to do decals for Guatemalan P-51 in both 1/48 and 1/72 scale, three different T-28s in 1/72 scale, Mexican and Guatemalan Ryan Trainers in 1.72 scale and P-26s for Guatemalan and the Philippines in 1/72 scale.]



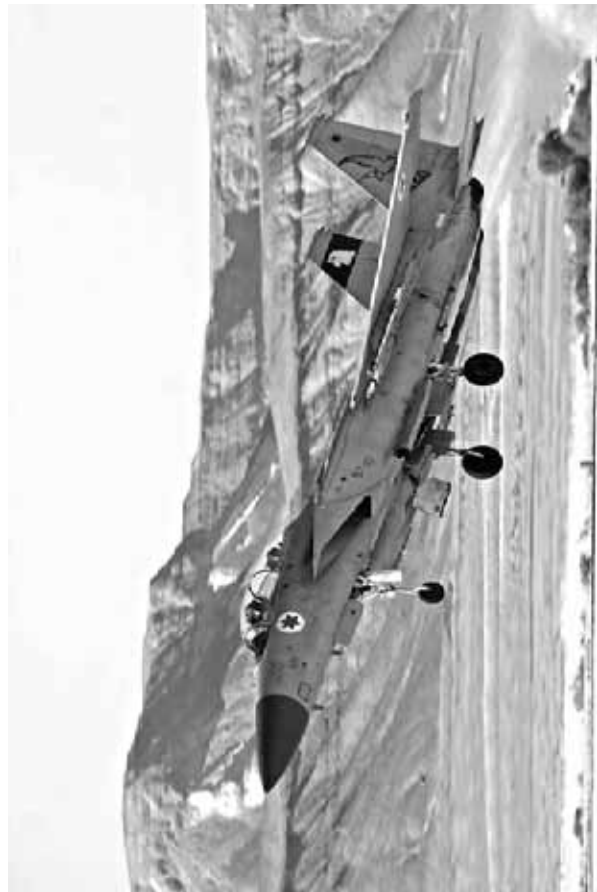
A



B



C



D

